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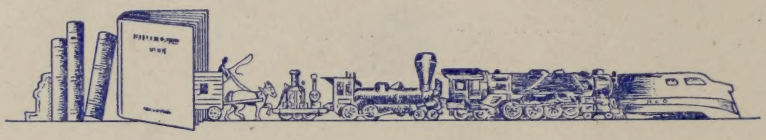
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May 1917



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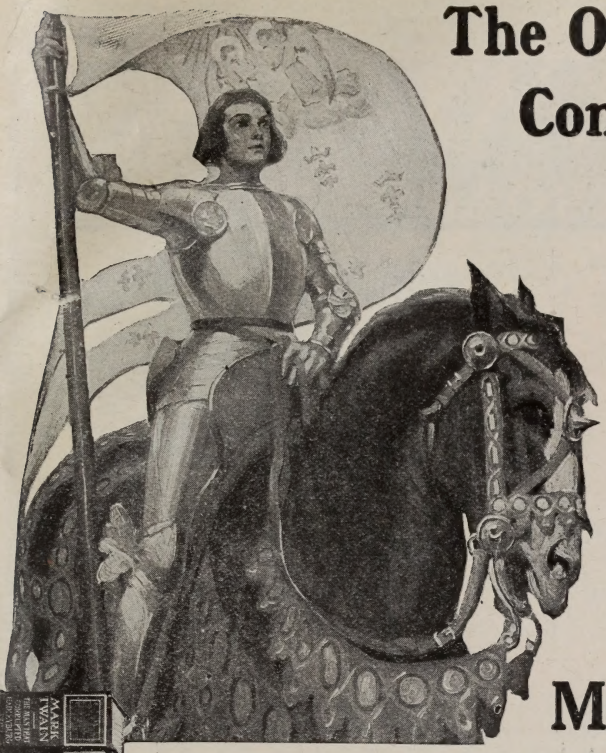
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MARK TWAIN

To us whose chuckles had turned to tears over the pathos of "Huckleberry Finn"—to us who felt the cutting edge of "Innocents Abroad"—the coming of "Joan of Arc" from the pen of Mark Twain was no surprise.

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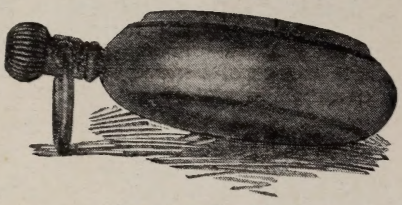
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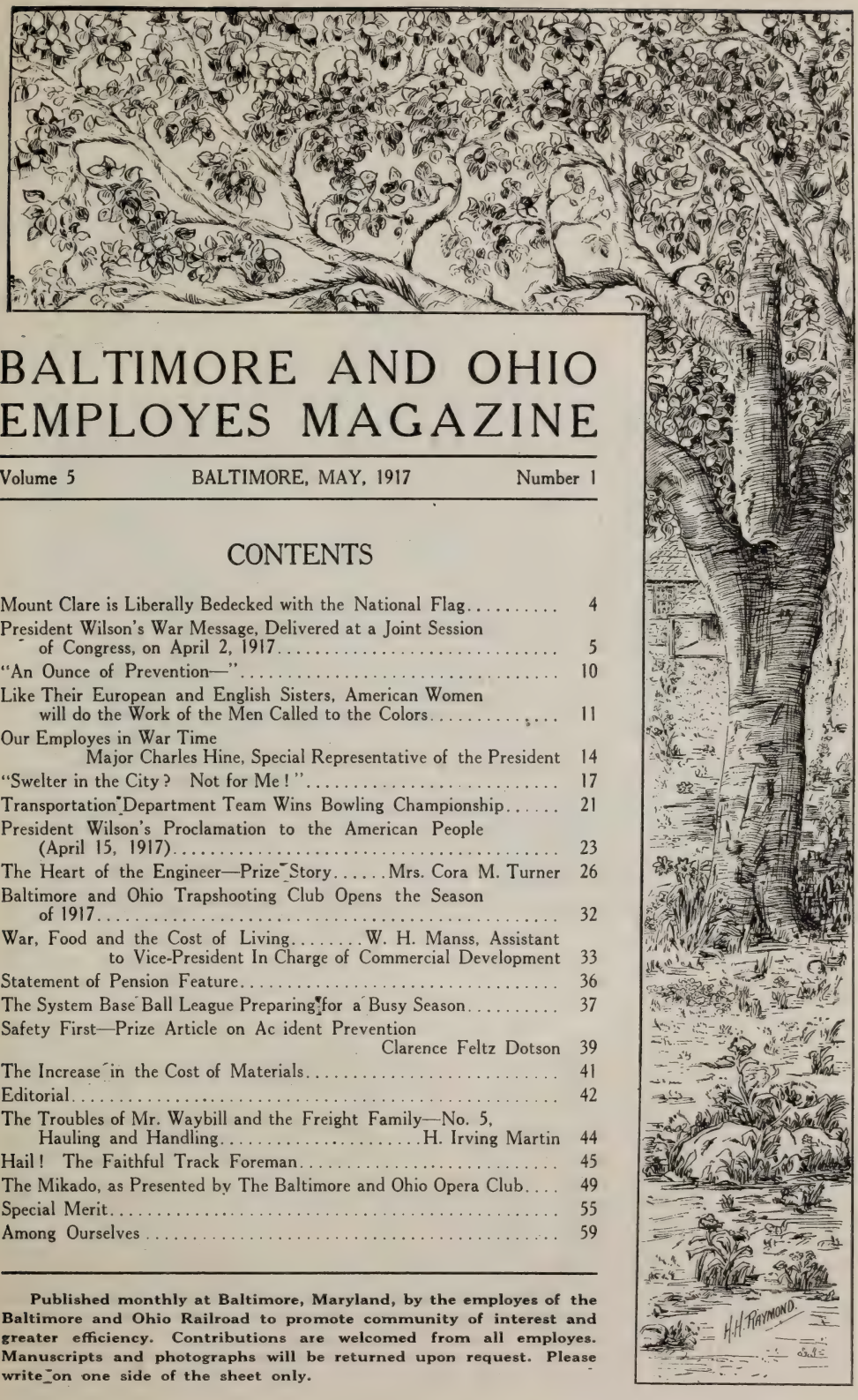
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, MAY, 1917 Number 1

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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.



Oh, say can you see, by the dawn's early light,
What so proudly we hailed at the twilight's last gleaming,
Whose broad stripes and bright stars, thru the perilous night
O'er the ramparts we watched were so gallantly streaming?
And the rockets' red glare, the bombs bursting in air,
Gave proof thru the night that our flag was still there.
Oh, say, does that star spangled banner yet wave,
O'er the land of the free, and the home of the brave?

On the shore dimly seen thru the mists of the deep,
Where the foe's haughty host in dread silence reposes,
What is that which the breeze o'er the towering steep,
As it fitfully blows, half conceals, half discloses?
Now it catches the gleam of the morning's first beam,
In full glory reflected, now shines on the stream.
'Tis the star spangled banner, oh, long may it wave,
O'er the land of the free and the home of the brave.

MOUNT CLARE is liberally bedecked with the National flag. The Stars and Stripes fly from practically every building. This picture is of the flag raising over the Mount Clare office building—perhaps the most elaborate of all the splendid ceremonies at the many flag raisings. How appropriate that the men of the Baltimore and Ohio—rich in its patriotic association and history—and especially in the city in which the National Anthem had its birth—should show their colors with such unanimity and enthusiasm.

President Wilson's War Message

Delivered at a Joint Session of Congress on April 2, 1917

Gentlemen of the Congress:

I have called the Congress into extraordinary session because there are serious, very serious, choices of policy to be made, and made immediately, which it was neither right nor constitutionally permissible that I should assume the responsibility of making.

On the 3d of February last I officially laid before you the extraordinary announcement of the Imperial German Government that on and after the first day of February it was its purpose to put aside all restraints of law or of humanity and use its submarines to sink every vessel that sought to approach either the ports of Great Britain and Ireland or the western coasts of Europe or any of the ports controlled by the enemies of Germany within the Mediterranean. That had seemed to be the object of the German submarine warfare earlier in the war, but since April of last year the Imperial Government had somewhat restrained the commanders of its undersea craft, in conformity with its promise, then given to us, that passenger boats should not be sunk and that due warning would be given to all other vessels which its submarines might seek to destroy, when no resistance was offered or escape attempted, and care taken that their crews were given at least a fair chance to save their lives in their open boats. The precautions taken were meagre and haphazard enough, as was proved in distressing instance after instance in the progress of the cruel and unmanly business, but a certain degree of restraint was observed.

The new policy has swept every restriction aside. Vessels of every kind, whatever their flag, their character, their cargo, their destination, their errand, have been ruthlessly sent to the bottom without warning and without thought of help or mercy for those on board, the vessels of friendly neutrals along with those of belligerents. Even hospital ships and ships carrying relief to the sorely bereaved and stricken people of Belgium, though the latter were provided with safe conduct through the proscribed areas by the German Government itself and were distinguished by unmistakable marks of identity, have been sunk with the same reckless lack of compassion or of principle.

I was for a little while unable to believe that such things would in fact be done by any Government that had hitherto subscribed to humane practices of civilized nations. International law had its origin in the attempt to set up some law which would be respected and observed upon the seas, where no nation has right of dominion and where lay the free highways of the world. By painful stage after stage has that law been built up, with meagre enough results, indeed, after all was accomplished that could be accomplished, but always with a clear view, at least, of what the heart and conscience of mankind demanded.

This minimum of right the German Government has swept aside, under the plea of retaliation and necessity and because it had no weapons which it could use at sea except these, which it is impossible to employ, as it is employing

them, without throwing to the wind all scruples of humanity or of respect for the understandings that were supposed to underlie the intercourse of the world.

I am not now thinking of the loss of property involved, immense and serious as that is, but only of the wanton and wholesale destruction of the lives of noncombatants, men, women and children, engaged in pursuits which have always, even in the darkest periods of modern history, been deemed innocent and legitimate. Property can be paid for; the lives of peaceful and innocent people cannot be. The present German submarine warfare against commerce is a warfare against mankind.

It is a war against all nations. American ships have been sunk, American lives taken, in ways which it has stirred us very deeply to learn of, but the ships and people of other neutral and friendly nations have been sunk and overwhelmed in the waters in the same way. There has been no discrimination.

The challenge is to all mankind. Each nation must decide for itself how it will meet it. The choice we make for ourselves must be made with a moderation of counsel and a temperateness of judgment befitting our character and our motives as a nation. We must put excited feeling away. Our motive will not be revenge or the victorious assertion of the physical might of the nation, but only the vindication of right, of human right, of which we are only a single champion.

When I addressed the Congress on the 26th of February last I thought that it would suffice to assert our neutral rights with arms, our right to use the seas against unlawful interference, our right to keep our people safe against unlawful violence. But armed neutrality, it now appears, is impracticable. Because submarines are in effect outlaws, when used as the German submarines have been used against merchant shipping, it is impossible to defend ships against their attacks as the law of nations has assumed that merchantmen would defend themselves against privateers or cruisers, visible craft giving chase upon the open sea. It is common prudence in such circumstances, grim necessity indeed, to endeavor to destroy them before they have shown their own intention. They must be dealt with upon sight, if dealt with at all.

The German Government denies the right of neutrals to use arms at all within the areas of the sea which it has proscribed, even in the defense of rights which no modern publicist has ever before questioned their right to defend. The intimation is conveyed that the armed guards which we have placed on our merchant ships will be treated as beyond the pale of law and subject to be dealt with as pirates would be. Armed neutrality is ineffectual enough at best; in such circumstances and in the face of such pretentions it is worse than ineffectual; it is likely only to produce what it was meant to prevent; it is practically certain to draw us into the war without either the rights or the effectiveness of belligerents. There is one choice we cannot make, we are incapable of making; we will not choose the path of submission and suffer the most sacred rights of our nation and our people to be ignored or violated. The wrongs against which we now array ourselves are no common wrongs; they cut to the very roots of human life.

With a profound sense of the solemn and even tragical character of the step I am taking and of the grave responsibilities which it involves, but in unhesitating obedience to what I deem my constitutional duty, I advise that the Congress declare the recent course of the Imperial German Government to be in fact nothing less than war against the Government and people of the United States; that it formally accept the status of belligerent which has thus been thrust upon it; and that it take immediate steps not only to put the country in a more thorough state of defense, but also to exert all its power and employ all its resources to bring the Government of the German Empire to terms and end the war.

What this will involve is clear. It will involve the utmost practicable co-operation in counsel and action with the Governments now at war with Germany, and,

as incident to that, the extention to those Governments of the most liberal financial credits, in order that our resources may so far as possible be added to theirs.

It will involve the organization and mobilization of all the material resources of the country to supply the materials of war and serve the incidental needs of the nation in the most abundant and yet the most economical and efficient way possible.

It will involve the immediate full equipment of the navy in all respects, but particularly in supplying it with the best means of dealing with the enemy's submarines.

It will involve the immediate addition to the armed forces of the United States, already provided for by law in case of war, of at least 500,000 men, who should, in my opinion, be chosen upon the principle of universal liability to service, and also the authorization of subsequent additional increments of equal force so soon as they may be needed and can be handled in training.

It will involve also, of course, the granting of adequate credits to the Government, sustained, I hope, so far as they can equitably be sustained by the present generation, by well conceived taxation.

I say sustained so far as may be equitable by taxation, because it seems to me that it would be most unwise to base the credits, which will now be necessary, entirely on money borrowed. It is our duty, I most respectfully urge, to protect our people, so far as we may, against the very serious hardships and evils which would be likely to arise out of the inflation which would be produced by vast loans.

In carrying out the measures by which these things are to be accomplished we should keep constantly in mind the wisdom of interfering as little as possible in our own preparation and in the equipment of our own military forces with the duty —for it will be a very practical duty— of supplying the nations already at war with Germany with the materials which they can obtain only from us or by our assistance. They are in the field and we should help them in every way to be effective there.

I shall take the liberty of suggesting, through the several executive departments of the Government, for the consideration of your committees, measures for the accomplishment of the several objects I have mentioned. I hope that it will be your pleasure to deal with them as having been framed after very careful thought by the branch of the Government upon whom the responsibility of conducting the war and safeguarding the nation will most directly fall.

While we do these things, these deeply momentous things, let us be very clear, and make very clear to all the world, what our motives and our objects are. My own thought has not been driven from its habitual and normal course by the unhappy events of the last two months, and I do not believe that the thought of the nation had been altered or clouded by them. I have exactly the same things in mind now that I had in mind when I addressed the Senate on the 22nd of January last; the same that I had in mind when I addressed the Congress on the 3rd of February and on the 26th of February. Our object now, as then, is to vindicate the principles of peace and justice in the life of the world as against selfish and autocratic power, and to set up among the really free and self-governed peoples of the world such a concert of purpose and of action as will henceforth insure the observance of those principles.

Neutrality is no longer feasible or desirable where the peace of the world is involved and the freedom of its peoples, and the menace to that peace and freedom lies in the existence of autocratic Governments, backed by organized force which is controlled wholly by their will, not by the will of their people. We have seen the last of neutrality in such circumstances. We are at the beginning of an age in which it will be insisted that the same standards of conduct and of responsibility for wrong done shall be observed among nations and their Governments that are observed among the individual citizens of civilized states.

We have no quarrel with the German people. We have no feeling toward them but one of sympathy and friend-

ship. It was not upon their impulse that their Government acted in entering this war. It was not with their previous knowledge or approval. It was a war determined upon as wars used to be determined upon in the old, unhappy days, when peoples were nowhere consulted by their rulers and wars were provoked and waged in the interest of dynasties or of little groups of ambitious men who were accustomed to use their fellow men as pawns and tools.

Self-governed nations do not fill their neighbor states with spies or set the course of intrigue to bring about some critical posture of affairs which will give them an opportunity to strike and make conquest. Such designs can be successfully worked out only under cover and where no one has the right to ask questions. Cunningly contrived plans of deception or aggression, carried, it may be, from generation to generation, can be worked out and kept from the light only within the privacy of courts or behind the carefully guarded confidences of a narrow and privileged class. They are happily impossible where public opinion commands and insists upon full information concerning all the nation's affairs.

A steadfast concert for peace can never be maintained except by a partnership of democratic nations. No autocratic Government could be trusted to keep faith within it or observe its convenants. It must be a league of honor, a partnership of opinion. Intrigue would eat its vitals away; the plottings of inner circles who could plan what they would and render account to no one would be a corruption seated at its very heart. Only free peoples can hold their purpose and their honor steady to a common end and prefer the interests of mankind to any narrow interest of their own.

Does not every American feel that assurance has been added to our hope for the future peace of the world by the wonderful and heartening things that have been happening within the last few weeks in Russia? Russia was known by those who knew it best to have been always in fact democratic at heart in all the vital habits of her thought, in all the intimate relationships of her people that spoke their natural instinct, their habitual attitude toward life. The autocracy that crowned the summit of her political structure, long as it had stood and terrible as was the reality of its power, was not in fact Russian in origin, character, or purpose; and now it has been shaken off and the great, generous Russian people have been added, in all their naive majesty and might, to the forces that are fighting for freedom in the world, for justice, and for peace. Here is a fit partner for a League of Honor.

One of the things that has served to convince us that the Prussian autocracy was not and could never be our friend is that from the very outset of the present war it has filled our unsuspecting communities, and even our offices of government, with spies and set criminal intrigues everywhere afoot against our national unity of counsel, our peace within and without, our industries and our commerce. Indeed, it is now evident that its spies were here even before the war began; and it is unhappily not a matter of conjecture, but a fact proved in our courts of justice, that the intrigues, which have more than once come perilously near to disturbing the peace and dislocating the industries of the country, have been carried on at the instigation, with the support, and even under the personal direction of official agents of the Imperial Government, accredited to the Government of the United States.

Even in checking these things and trying to extirpate them we have sought to put the most generous interpretation possible upon them because we knew that their source lay, not in any hostile feeling or purpose of the German people toward us, (who were, no doubt, as ignorant of them as we ourselves were,) but only in the selfish designs of the Government that did what it pleased and told its people nothing. But they have played their part in serving to convince us at last that that Government entertains no real friendship for us, and means to act against our peace and security at its convenience. That it means to stir up enemies against us at our very doors the intercepted note to the German Minister at Mexico City is eloquent evidence.

We are accepting this challenge of hostile purpose because we know that in such a Government, following such methods, we can never have a friend; and that in the presence of its organized power, always lying in wait to accomplish we know not what purpose, can be no assured security for the democratic Governments of the world. We are now about to accept the gauge of battle with this natural foe to liberty and shall, if necessary, spend the whole force of the nation to check and nullify its pretensions and its power. We are glad, now that we see the facts with no veil of false pretense about them, to fight thus for the ultimate peace of the world and for the liberation of its peoples, the German peoples included; for the rights of nations, great and small, and the privilege of men everywhere to choose their way of life and of obedience.

The world must be made safe for democracy. Its peace must be planted upon the tested foundations of political liberty. We have no selfish ends to serve. We desire no conquest, no dominion. We seek no indemnities for ourselves, no material compensation for the sacrifices we shall freely make. We are but one of the champions of the rights of mankind. We shall be satisfied when those rights have been made as secure as the faith and the freedom of nations can make them.

Just because we fight without rancor and without selfish object, seeking nothing for ourselves but what we shall wish to share with all free peoples, we shall I feel confident, conduct our operations as belligerents without passion and ourselves observe with proud punctilio the principles of right and of fair play we profess to be fighting for.

I have said nothing of the Governments allied with the Imperial Government of Germany because they have not made war upon us or challenged us to defend our right and our honor. The Austro-Hungarian Government has, indeed, avowed its unqualified indorsement and acceptance of the reckless and lawless submarine warfare, adopted now without disguise by the Imperial German Government, and it has therefore not been possible for this Government to receive Count Tarnowski, the Ambassador recently accredited to this Government by the Imperial and Royal Government of Austria-Hungary; but that Government has not actually engaged in warfare against citizens of the United States on the seas, and I take the liberty, for the present at least, of postponing a discussion of our relations with the authorities at Vienna. We enter this war only where we are clearly forced into it because there are no other means of defending our right.

It will be all the easier for us to conduct ourselves as belligerents in a high spirit of right and fairness because we act without animus, not with enmity toward a people or with the desire to bring any injury or disadvantage upon them, but only in armed opposition to an irresponsible Government which has thrown aside all considerations of humanity and of right and is running amuck.

We are, let me say again, the sincere friends of the German people, and shall desire nothing so much as the early re-establishment of intimate relations of mutual advantage between us, however hard it may be for them for the time being to believe that this is spoken from our hearts. We have borne with their present Government through all these bitter months because of that friendship, exercising a patience and forbearance which would otherwise have been impossible.

We shall happily still have an opportunity to prove that friendship in our daily attitude and actions toward the millions of men and women of German birth and native sympathy who live among us and share our life, and we shall be proud to prove it toward all who are in fact loyal to their neighbors and to the Government in the hour of test. They are most of them as true and loyal Americans as if they had never known any other fealty or allegiance. They will be prompt to stand with us in rebuking and restraining the few who may be of a different mind and purpose. If there should be disloyalty, it will be dealt with with a firm hand of stern

repression; but, if it lifts its head at all, it will lift it only here and there and without countenance except from a lawless and malignant few.

It is a distressing and oppressive duty, gentlemen of the Congress, which I have performed in thus addressing you. There are, it may be, many months of fiery trial and sacrifice ahead of us. It is a fearful thing to lead this great, peaceful people into war, into the most terrible and disastrous of all wars, civilization itself seeming to be in the balance.

But the right is more precious than peace, and we shall fight for the things which we have always carried nearest our hearts—for democracy, for the right of those who submit to authority to have a voice in their own Governments, for the rights and liberties of small nations, for a universal dominion of right by such a concert of free peoples as shall bring peace and safety to all nations and make the world itself at last free.

To such a task we can dedicate our lives and our fortunes, everything that we are and everything that we have, with the pride of those who know that the day has come when America is privileged to spend her blood and her might for the principles that gave her birth and happiness and the peace which she has treasured.

God helping her, she can do no other.

"An Ounce of Prevention—"

PERHAPS the most important train movement, in point of public interest, made in the last fifty years over the Baltimore and Ohio was that of the special train carrying the French Mission, M. Viviani, Minister of Justice; General Joffre, Marshal of France, and their distinguished associates, who are now in this country as the representatives of France and as the guests of the United States. The special left Washington on the afternoon of May 3, for Chicago, arriving there the following day.

Ever since their arrival in this country the interest of the Nation has been centered on our distinguished guests. Everywhere they have gone they have received from the public a welcome which for spontaneous enthusiasm has seldom been equalled. They have also been almost overwhelmed by more formal tributes, such as public receptions, honorary degrees, and gifts, and generally made to feel that they were welcome not only because they were the representatives of our sister Republic across the sea, but for themselves and for the services which they have rendered to the common cause of democracy.

It was undoubtedly with this feeling of respect, honor and affection that a large crowd of citizens gathered at our Gary, Indiana, station to greet the Nation's guests on the morning of May 4. The crowd was enthusiastic and, like most enthusiastic crowds, not over mindful of its safety. A moment after the train stopped both tracks were covered with people anxious to catch a glimpse of the Hero of the Marne and of his fellow countrymen.

Among the Baltimore and Ohio officials on the train was C. W. Galloway, vice-president and general manager. With the foresight and sound judgment that marks the efficient railroader he saw the danger to the crowd on the eastbound track, and promptly sent out a flagman to protect it. This, to some, may seem a small thing—but in times of excitement and enthusiasm small things are sometimes overlooked and lead to terrible accidents. The eyes of the country were upon this special movement and it is a matter of pride to every Baltimore and Ohio man that one of our officials took the greatest pains to see that the possibility of any unpleasant incident was eliminated. If Mr. Galloway had not taken this precaution and a train had crashed into the crowd of patriotic people gathered to do honor to the Nation's guests it would have been a matter of unforgetable sorrow to every loyal Baltimore and Ohio employe.

It is suggested that this incident be mentioned at Safety Rallies and other employes' meetings, as an illustration of the old adage that "An ounce of prevention is worth a pound of cure".

Like Their European and English Sisters, American Women Will do the Work of the Men Called to the Colors

FOR some time railroad officials, in common with the men at the heads of the other great industries of the Nation, have realized that some drastic action would have to be taken to overcome the increasing shortage of labor in industrial sections of the country during "war times." They may have considered the idea of employing women in some kinds of work which have always been considered man's particular province, but, at any rate on the railroads, it was not until it became certain that America would enter the Great War that they were employed to any large extent.

In Europe the employment of women to take men's places started in the first days of the war. Even before the first Uhlan trotted across the Belgian border the call to arms had rung out over the countries that were soon to be in the death grapple and every able bodied man had been transformed into a soldier. American visitors in Paris in the early



SOME OF THE "FIRST HUNDRED" WOMEN ENLISTED UNDER THE BANNER OF THE BALTIMORE AND OHIO

They work in our Lorain Shops and do lots of things that women don't usually do—sort material, clean up around the shop, and one—the lady in the felt hat—runs a drill press and also works as a blacksmith's helper. And as for the overalls—what girl wouldn't like to be a woman railroader?

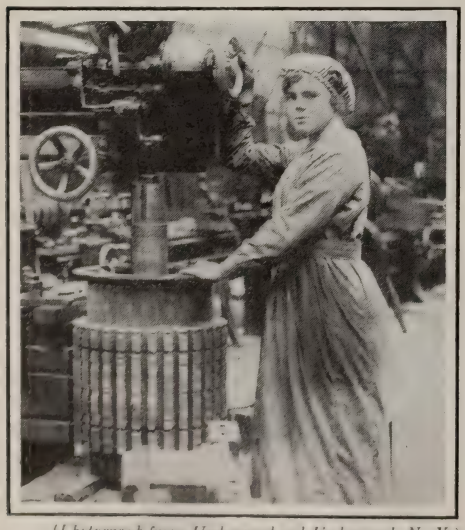
days of August, 1914, will remember the sudden and almost complete disappearance of shop-clerks, waiters, buss drivers and traction employes. But after a few days women began to take the places of their husbands and brothers. As the drain upon the man power of the battling nations has become heavier and heavier women have more and more taken the places and done the work of the male workers.

In England, where the small professional army was, like our own Regulars, entirely divorced from the industrial life of the nation, the change was slower. England started to fight the war on the principle of "Business as usual." But England's army was but a mouthful for the great German war monster—although a mouthful that the monster had some little trouble in digesting—and as call after call came for volunteers the industries felt the drain and had to begin replacing workmen by workwomen. The part that women have played in England's struggle is told of in the following article from the London *Chronicle*:

WOMEN SAVED ENGLAND

But for Their Work Germany Would Have Won War by Now

The great part that women's labor—skilled and unskilled—is taking in the machinery of war is strikingly told in the Ministry of Munitions pictures now on view at the Royal Colonial Institute. These pictures, all photographs taken in the factories, depots, shipyards and so forth, show many thousands of women at work of a kind hitherto done exclusively by men.



(Photograph from Underwood and Underwood, N. Y.)
AN ENGLISH WORKWOMAN WHO PERFORMS DELICATE MECHANICAL WORK FOR AN ENGLISH RAILWAY



WOMEN CAR CLEANERS AT WORK IN CAMDEN STATION, BALTIMORE

There are more than 500 snapshots, the sections embracing aircraft construction, engineering, foundry work, shipbuilding, small arms, big gun work, explosives, shells, optical and electrical work, wire and rolling mills and general laboring.

Many of the photographs show women operating huge pieces of machinery, working on 8-inch howitzers, locomotive parts, riveting ships' plates, handling T. N. T., assembling periscopes, and doing a hundred and one equally arduous and important jobs.

"But for the work women have done in the munition shops, the Germans would have won the war by now," said Mr. Kellaway, M. P. parliamentary secretary to the Ministry of Munitions, in opening the exhibition.

The British woman is quite as active in various branches of industry not mentioned in the "*Chronicle's*" article. Last month we published some interesting pictures of the work they are doing on English railroads. The Englishwoman feels that the best service that she can render her country is to release a man for service at the front.

America is now in the war to the hilt. Selective conscription has been approved by the Congress and the people and will be a fact within a few months. It is

probable that many railroaders not engaged in actual operation will have the privilege of serving their country on the firing line. Others will have to stay at home to help keep a steady stream of munitions and supplies flowing to our troops and the troops and peoples of our Allies, as well as to carry on the usual business of the country. But labor to take the places of those called to the colors must be obtained and it is to the women of America that we must look for this service. The field is almost unlimited. In shop and factory, on the railroads and traction lines, in munition works and—above all—on the farms of the United States the American woman must show that, in her willingness to make great sacrifices for a great cause, she is at least the equal of her sisters in foreign lands.

Our railroad has already started to employ women. So far most of them have been assigned to clerical positions, but some, like those in two of the accompanying pictures, are doing other work. As the demand for men becomes heavier more and more women will have to be employed. The "first hundred" were enlisted under the banner of the Baltimore and Ohio during the week ending May 5.

Although the employment of women in some branches of industry has not been general there have been enough exceptions to prove that they are capable workers in almost any trade. For more than ten years women have been employed as "foundrymen" in one of the biggest industrial plants in the Newark, Ohio, district, and all the anvils used on Uncle Sam's men-o-war are made by a woman.

Instructions have been issued to all employing officers to exercise the greatest care that the girls and women employed are not mere novelty seekers, but those who sincerely and earnestly desire to do their part in the great struggle for democracy and to earn their own living. Everything possible will be done for the comfort and convenience of these new workers.



MISS GRACE VAUGHN

Our woman station agent at Vaughn, on the Cleveland Division. In addition to her railroad duties Miss Vaughn serves Uncle Sam as postmistress

The Republic

Thou, too, sail on, O Ship of State!
Sail on, O Union, strong and great!
Humanity with all its fears,
With all its hopes of future years,
Is hanging breathless on thy fate!
We know what Master laid thy keel,
What workmen wrought thy ribs of steel,
Who made each mast, and sail, and rope,
What anvils rang, what hammers beat,
In what a forge and what a heat
Were shaped the anchors of thy hope!
Fear not each sudden sound and shock,
'Tis of the wave and not the rock;
'Tis but the flapping of the sail,
And not a rent made by the gale!
In spite of rock and tempest's roar,
In spite of false lights on the shore,
Sail on, nor fear to breast the sea!
Our hearts, our hopes are all with thee
Our faith triumphant o'er our fears,
Our hearts, our hopes, our prayers, our tears
Are all with thee—are all with thee!

Henry Wadsworth Longfellow



Our Employes in War Time

By Major Charles Hine

Special Representative of the President

AGAIN the employes of the Baltimore and Ohio Railroad welcome the opportunity to serve the cause of liberty. As in 1846, in 1861, and in 1898 the United States Army and Navy, including the Marine Corps; the National Guard, and the newly created additional forces, call for railway transportation to play its valuable part in mobilizing the forces, and in handling equipment, munitions and supplies. The technical military term for such part of the operations is "logistics." "Strategy" plans the war and determines upon its larger objectives. "Tactics," the handling of troops to carry out the strategy, include "drill" which trains the forces in discipline and the orderly execution of movements.

This time the railways are a relatively larger element of success in war than ever before. That every employe will do his or her bit and do it well is a foregone conclusion. Some, however, will do this bit better than others. The most helpful will be those who can the furthest forget all thought of self-comfort and ease. The few employes so foolish as to consider themselves martyrs and to growl because war conditions have changed their particular kind of work are, without realizing it, really unpatriotic, no matter how much they may shout for the flag and abuse the common enemy. The stern school of war conditions roots out selfishness to make room for true patriotism.

The Baltimore and Ohio Railroad has a personnel of officials and employes second to no similar body in the world. For the most part the working forces find themselves at familiar tasks in accustomed places. Not so with the military forces. Our little Army and Navy are being suddenly expanded and are necessarily filled with officers and men a large percentage of whom are still green at their new jobs. In the shake down of active service and in the

merciless school of war they will measure their capabilities and become more efficient every day.

Suppose that the Baltimore and Ohio woke up some morning to find that its 4,500 miles had increased tenfold, or to 45,000 miles, over night; that it had to recruit officials and employes for this additional mileage at once; that green track laborers had to be promoted to section foremen; that shop apprentices became general foremen in a week; that a fireman bucking the extra board found himself running a passenger engine; that a brakeman a few weeks in service was signing orders as a conductor; that a student switchman became a yardmaster; that a green operator had to work as a train dispatcher. Of course, out of the 60,000 employes and those from other roads, there would soon be found capable men for officials, sub-officials, foremen, conductors, engineers, etc., who in turn would educate the newer and younger employes. But could they be expected, right away, to do as good a job of railroading as the present highly trained personnel? The point of all this is that the Baltimore and Ohio will be expected to do relatively better work than the military forces it is so suddenly called upon to serve. Therefore both officials and employes must cultivate patience and vigilance and then more patience and more vigilance. Some very foolish orders will be given by green military officers. Some annoying mistakes will be made in the routing and billing of freight and supplies. The officials and employes on the spot who can catch these mistakes and with tact and good sense help straighten out the difficulty will render the best service of all. The man who pleads in excuse, "Nobody told me about that," or "We never have done things that way," or "I never heard of such a case," is confessing that he is more of a machine than a man; that he really needs somebody else present to think for him every time something new comes up.

The above suggestions from a fellow employe are given in a helpful rather than a faultfinding spirit. The standard of intelligence among railroad employes was never higher than this war finds it. The response to most demands made will be intelligent and efficient. Human nature is mighty good stuff and always, under normal conditions, has a little reserve of effort and resourcefulness which is brought out and developed by the abnormal condition of war.

Safety first should always carry signals for common sense second.



THIS IS THE CAMP OF THE FORESTERS' CLUB AT VINEYARD, MD.

Eleven miles from City Hall, Baltimore, Md., on the Old Main Line of the Baltimore and Ohio Railroad. The Foresters' Club is a branch of the Maryland Academy of Sciences, and we are indebted to them for three of the photographs used to illustrate this article

"Swelter in the City? Not for Me!"

Says the Man who has Tasted the Delights of Camping on the Maryland State Reserves

CONDUCTOR SMITH, his run finished, made his way to the trainmaster's office. There, after making his report, he drifted into casual conversation with the chief clerk.

"Feels like spring today, captain," remarked that gentleman. "I'll bet you had that old fishing rod of your's out last night."

"Well," admitted the conductor, "I did just look her over to see that she was all right. Say, where do you spend your vacations?"

"Oh, I generally take the wife and kids to the seashore," replied the chief clerk.

Conductor Smith sniffed contemptuously.

"And live in a stuffy bed room, and change your clothes three times a day and have a lot of old maids looking daggers at you everytime you take a whiff out of the old briar. Not for me! Why don't you try the simple life—go camping?"

The chief clerk shook his head decidedly.

"The only trouble about the simple life is that it is too complicated—particularly for a poor man. By the time you have bought a camping outfit, and clothes, and fishing tackle, and guns—anyhow, you have to spend half your vacation getting to a decent place to camp."

"Not on your life!" almost shouted the conductor. "Not if you live in Maryland. And you don't have to buy everything listed in a three hundred page sporting goods catalogue to have a good time. Clothes—why, man, all you need is a pair of khaki trousers, a sweater, an old hat and a pair of old shoes. And say, I know a place to camp that *is* a place—right near the city, too. You can live there all summer, spend every night in the cool, fresh country air and never lose a day from your work—why, lots of people travel back and forth on my train every day."

"Well, I suppose it's all right for a batchelor, but I'm a married man, with children," objected the chief clerk. "You can't take women and children camping."

"You can't, hey!" laughed conductor Smith. "I'll tell you one thing; if I should go home and tell the missus and the kids that we *weren't* going camping this summer—well, I'd want to switch to a run that had long lay-overs away from home."

The chief clerk didn't answer for awhile. His eyes had a faraway look. His mind had gone back more years than he liked to count and he was seeing visions. One was especially clear—a trout brook running through the woods, mossy black rocks showing through the tumbling white water, and on the bank a barefooted boy, a tomato can of worms by his side and a homemade "fish pole" in his hand. In that instant he was converted. From then on he was a member of the brotherhood of the great outdoors.

"Tell me about it—how do you work it?" he asked eagerly.

"You go to the ticket office and get a folder called 'State Reserves of Maryland,' issued by the Company. And be sure to read the 'Don'ts' on the last page



SHIVERING OVER GHOST STORIES IS GOOD FUN—PROVIDED THAT YOU SHIVER IN COMPANY BEFORE A BLAZING CAMP FIRE

—part of that Reserve belongs to me—and to you—and we want it kept in good order."

The chief clerk did as conductor Smith suggested and got a copy of the folder. This, briefly, is what he learned from it.

Until 1912 the country along the banks of the Patapsco River, from Hollofield to Relay, was just a beautiful bit of country—the winding river running between high, heavily timbered sloping banks. Then, through enactment of the Legislature, the Patapsco Reserve was created. Some of the land forming the Reserve was given to the State, but the greater part was secured by purchase. Trails were opened, fire lines laid out and other improvements made as their desirability became evident. Last year about 200 camp sites were definitely located for the free use of visitors who desired to use the Reserve for camping. The people who first came were delighted. The camp sites were beautifully located, their water was that clear liquid that comes only from rustic springs and for amusements they had fishing, swimming and canoeing. These pioneers got so much healthful pleasure from the Reserve that the Board decided that its use for camping should be extended, and have made plans for that extension.

Frequent train service on the Old Main Line brings any part of the Reserve within a half hour's ride of Baltimore, and it is not so very much further from Washington—and railroad fare is one of the things that railroaders don't have to worry about.

In the folder issued by our Company (in cooperation with Mr. F. W. Besley, State Forester) there is printed an article by Mr. J. Gordon Dorrance which gives detailed information about the State Reserves (there are two others in Garrett County, in the Allegheny Mountains, which may be used in the same way as the Patapsco Reserve). He gives some interesting and valuable hints on such subjects as cooking, the obtaining of supplies, and like matters of moment to the camper.

Your camp may be temporary, semi-permanent or permanent. A canvas "lean-to" or a shelter tent will give protection for a day or so, particularly if the party is made up of men. For a stay of two or three weeks or longer a larger tent and more elaborate cooking arrangements, camp furniture, etc., will be needed. But best of all, the Board will issue you a permit allowing you to construct a portable cabin and to occupy the camp site of your selection for a term of years—after which the permit may be renewed. This means that you may have a country home at very small expense.



YOU CAN HAVE A SUMMER HOME LIKE THIS AT SMALL COST



JUST THINK OF IT—THIS CAMP IS ONLY 23 MINUTES FROM CAMDEN STATION

For information in addition to that contained in the folder before mentioned, address Mr. F. W. Besley, Board of Forestry, Johns Hopkins University, Baltimore, or John Peddicord, Oella, Maryland, the Board's resident representative.

Judge Gary on Loyalty

JUDGE E. H. GARY put a proposition to me that was wonderful. We were talking about Loyalty in business and he turned to me and said, "Do you know what Loyalty is? Have you ever analyzed it? I have. I'm a great stickler for Loyalty and I have my own notions about it. Loyalty means a great deal more than simply 'not betray.' More than acquiescence. Such things are negative; Loyalty is a positive virtue. It is more than personal also. Loyalty accepts the big idea whatever it is and accepts it whole-heartedly, once the thing is decided on. Loyalty means full accord with the plan—absolute harmony with the purposes and projects of the house. In short Loyalty is like playing a violin: you've got to get in tune before you can play."

—JOE MITCHELL CHAPPLE



THE DAVIS BOWLING CUP, PRESENTED BY VICE-PRESIDENT J. M. DAVIS TO THE TEAM THREE TIMES WINNING THE CHAMPIONSHIP OF THE BALTIMORE AND OHIO BOWLING LEAGUE

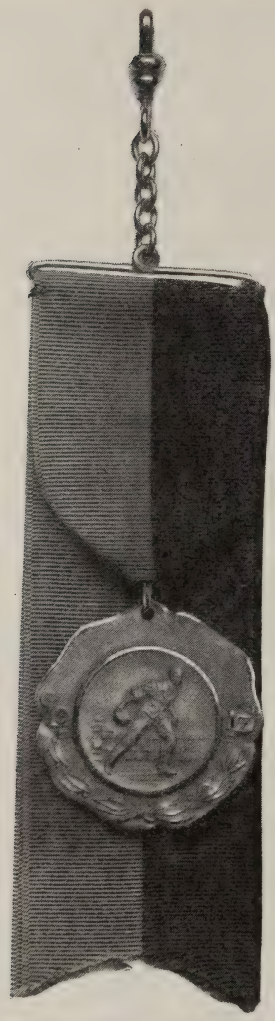
Transportation Department Team Wins Bowling League Championship and the First Leg on the Davis Bowling Cup

THE bowling (duck pin) championship of the Baltimore and Ohio System was decided on the Plaza Bowling Alleys, Baltimore, on the afternoon of Saturday, April 21. The team representing the Transportation Department defeated the team representing the Fuel Department by forty-three pins, the total scores for the three games of the final series being: Transportation Department 1453; Fuel Department, 1410. The score follows:

Transportation Department			
Kraus	97	105	110
Viehmeyer	86	107	87
Burk	95	79	95
Dienhart	96	98	98
Guerke	106	93	101
	480	482	491
Total			1453



THE TRANSPORTATION DEPARTMENT BOWLING TEAM, WINNERS OF THE 1916-1917 CHAMPIONSHIP



MEDAL EMBLEMATIC OF THE INDIVIDUAL BOWLING CHAMPIONSHIP

FUEL DEPARTMENT

Dyson	88	92	94
Whelan	100	108	80
Knowles	103	86	100
Gover	90	83	91
Dobson	93	103	99
	474	472	464
Total			1410

After the series had been rolled the bowlers went to the roof of the Baltimore and Ohio Building, where the prizes were presented. Vice-president Davis, the donor of the trophies, had been called out of town and the presentation was made by John T. Broderick, supervisor of special bureaus. The handsome Davis Championship Cup went to the Transportation Department team and a medal emblematic of the individual championship, went to R. D. Guerke, of the Transportation Department, who had the high individual average for the season.

This final series came as a climax to a successful season and it is expected that next year's competition will be even more successful and attract a larger entry list.

The League result for the last twelve contests follows:

	GAMES	TOTAL PINS	AVERAGE
Transportation Department	36	16976	471.55
Fuel Department	36	16906	469.61
Relief Department	36	16520	458.88
Tax Department	36	16480	457.77
Division Accounting Department	36	16434	456.50
Paymaster's Department	36	16359	454.41

Individual score results:

	GAMES	TOTAL PINS	AVERAGE
Brannock	30	3035	101.16
Guerke	36	3597	99.91

E. J. Brennan Appointed General Master Mechanic of Pennsylvania District

EFFECTIVE May 1 E. J. Brennan was appointed general master mechanic of the Pennsylvania District, with headquarters at Pittsburgh. He takes the place of G. A. Schmoll, who is on leave of absence because of illness. Effective the same date R. B. Stout was appointed superintendent of shops, with headquarters at Glenwood, vice Mr. Brennan. F. P. Pfahler was appointed master mechanic of the Cumberland Division, with headquarters at Cumberland, vice Mr. Stout, and A. L. Brown was made master mechanic of the Pittsburgh Division, with headquarters at Glenwood, to fill Mr. Pfahler's position.

President Wilson's Proclamation to the American People

(Reprinted in Line with the President's Desire that this Address be Given the Widest Publicity)

WASHINGTON, D. C., April 15, 1917.

My Fellow Countrymen:

The entrance of our own beloved country into the grim and terrible war for democracy and human rights which has shaken the world creates so many problems of national life and action which call for immediate consideration and settlement that I hope you will permit me to address to you a few words of earnest counsel and appeal with regard to them.

We are rapidly putting our navy upon an effective war footing and are about to create and equip a great army, but these are the simplest parts of the great task to which we have addressed ourselves. There is not a single selfish element, so far as I can see, in the cause we are fighting for. We are fighting for what we believe and wish to be the rights of mankind and for the future peace and security of the world. To do this great thing worthily and successfully we must devote ourselves to the service without regard to profit or material advantage and with an energy and intelligence that will rise to the level of the enterprise itself. We must realize to the full how great the task is and how many things, how many kinds and elements of capacity and service and self-sacrifice it involves.

These, then, are the things we must do and do well, besides fighting—the things without which mere fighting would be fruitless.

We must supply abundant food for ourselves and for our armies and our seamen not only; but also, for a large part of the nations with whom we have now made common cause, in whose support and by whose sides we shall be fighting.

We must supply ships by the hundreds out of our shipyards to carry to the other side of the sea, submarines or no submarines, what will every day be needed there and abundant materials out of our fields and our mines and our factories with which not only to clothe and equip our own forces on land and sea but also to clothe and support our people for whom the gallant fellows under arms can no longer work; to help clothe and equip the armies with which we are cooperating in Europe and to keep the looms and manufactories there in raw materials; coal to keep the fires going in ships at sea and in the furnaces of hundreds of factories across the sea; steel out of which to make arms and ammunition both here and there; rails for worn out railways back of the fighting fronts; locomotives and rolling stock to take the place of those every day going to pieces; mules, horses, cattle for labor and for military service; every thing with which the people of England and France and Italy and Russia have usually supplied themselves but can not now afford the men, the materials or the machinery to make.

It is evident to every thinking man that our industries, on the farms, in the shipyards, in the mines, in the factories, must be made more prolific and more efficient than ever and that they must be more economically managed and better adapted to the particular requirements

of our task than they have been: and what I want to say is that the men and the women who devote their thought and their energy to these things will be serving the country and conducting the fight for peace and freedom just as truly and just as effectively as the men on the battlefield or in the trenches.

The industrial forces of the country, men and women alike, will be a great national, a great international service army—a notable and honored host engaged in the service of the nation and the world, the efficient friends and saviors of free men everywhere. Thousands, nay, hundreds of thousands of men otherwise liable to military service will, of right and of necessity, be excused from that service and assigned to the fundamental sustaining work of the fields and factories and mines, and they will be as much part of the great patriotic forces of the nation as the men under fire.

I take the liberty, therefore, of addressing this word to the farmers of the country and to all who work on the farms. The supreme need of our own nation and for the nations with which we are cooperating is an abundance of supplies and especially of foodstuffs.

The importance of an adequate food supply, especially for the present year, is superlative. Without abundant food, alike for the armies and the peoples now at war, the whole great enterprise upon which we have embarked will break down and fail. The world's food reserves are low. Not only during the present emergency but for some time after peace shall have come both our own people and a large proportion of the people of Europe must rely upon the harvests in America.

Upon the farmers of this country, therefore, in large measure rests the fate of the war and the fate of the nations. May the nation not count upon them to omit no step that will increase the production of their land or that will bring about the most effectual cooperation in the sale and distribution of their products?

The time is short. It is of the most imperative importance that everything possible be done and done immediately to make sure of large harvests. I call upon young men and old alike and upon the able-bodied boys of the land to accept and act upon this duty—to turn in hosts to the farms and make certain that no pains and labor is lacking in this great matter.

I particularly appeal to the farmers of the South to plant abundant foodstuffs as well as cotton. They can show their patriotism in no better or more convincing way than by resisting the great temptation of the present price of cotton and helping, helping upon a great scale, to feed the nation and the peoples everywhere who are fighting for their liberties and for our own. The variety of their crops will be the visible measure of their comprehension of their national duty.

The Government of the United States and the Governments of the several States stand ready to cooperate. They will do everything possible to assist farmers in securing an adequate supply of seed, an adequate force of laborers when they are most needed at harvest time, and the means of expediting shipments of fertilizers and farm machinery, as well as of the crops themselves when harvested.

The course of trade shall be as unhampered as it is possible to make it and there shall be no unwarranted manipulation of the nation's food supply by those who handle it on its way to the customer. This is our opportunity to demonstrate the efficiency of a great democracy and we shall not fall short of it.

This, let me say to the middlemen of every sort, whether they are handling our foodstuffs or our raw materials of manufacture or the products of our mills and factories. The eyes of the country will be especially upon you. This is your opportunity for signal service, efficient and disinterested. The country expects you, as it expects all others, to forego unusual profits, to organize and expedite shipments of supplies of every kind, but especially of food, with an eye to the service you are rendering and in the spirit of those who enlist in the ranks for their people, not for themselves. I shall confidently expect you to deserve and win the confidence of people of every sort and station.

To the men who run the railways of the country, whether they be managers or operative employes, let me say that the railways are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that these arteries suffer no obstruction of any kind, no inefficiency or slackened power.

To the merchant let me suggest the motto: "Small profits and quick service;" and to the shipbuilder the thought that the life of the war depends upon him.

The food and the war supplies must be carried across the seas no matter how many ships are sent to the bottom. The places of those that go down must be supplied and supplied at once.

To the miner let me say that he stands where the farmer does: the work of the world waits on him. If he slackens or fails, armies and statesmen are helpless. He also is enlisted in the great service army.

The manufacturer does not need to be told, I hope, that the nation looks to him to speed and perfect every process; and I want only to remind his employes that their service is absolutely indispensable and is counted on by every man who loves the country and its liberties.

Let me suggest also that every one who creates or cultivates a garden helps and helps greatly to solve the problem of the feeding of the nations and that every housewife who practices strict economy puts herself in the ranks of those who serve the nation.

This is the time for America to correct her unpardonable fault of wastefulness and extravagance.

Let every man and every woman assume the duty of careful, provident use and expenditure as a public duty, as a dictate of patriotism which no one can now expect ever to be excused or forgiven for ignoring.

In the hope that this statement of the needs of the nation and of the world in this hour of supreme crisis may stimulate those to whom it comes and remind all who need reminder of the solemn duties of a time such as the world has never seen before, I beg that all editors and publishers everywhere will give as prominent publication and as wide circulation as possible to this appeal. I venture to suggest, also, to all advertising agencies that they would perhaps render a very substantial and timely service to the country if they would give it widespread repetition, and I hope that clergymen will not think the theme of it an unworthy or inappropriate subject of comment and homily from their pulpits.

The supreme test of the nation has come. We must all speak, act and serve together.

WOODROW WILSON.

Will You Help Find This Boy?

HARRY E. TISDALE, 14 years old, left home on the evening of April 21, and was last seen on a freight train northbound from Nashville, Tenn., in company with two hoboes. He is supposed to have been bound for the harvest fields of the north or northwest and probably passed through Louisville, Cincinnati, Evansville, St. Louis, Kansas City or Chicago.

The boy is 5′ 4″ tall, weighs about 125 pounds, has blue eyes and light brown hair, which grows low in front of the ears. When he left home he wore a white shirt, with colored stripes and attached collar, a brown mixture worsted coat, gray knickerbockers, black stockings, black Boy Scout shoes and a checked or striped cap, too small for him.

Please keep a lookout for this boy, and if you find any trace of him, send full information to his father, Robert Tisdale, care U. S. Engineer office, 4th and 1st National Bank Building, Nashville, Tennessee; or to the nearest Baltimore and Ohio captain of police.



JOHN McPHERSON was whistling an old Scotch air as he went swinging down the hill. At the corner of the street he turned and waved his cap to his wife and "men" (as he usually called their two sturdy boys of four and six) who stood on the porch of a white house high up on the hill, almost at the edge of the timber.

Although John was a man of splendid physical strength and energy, he said he always felt heavy and oppressed when down in the valley and that he knew that he would take to bad habits if he were ever compelled to live there. Real living, he said, was on the hill top above the fogs, where there was clean air to breathe—and climbing the hill kept him in good trim.

This morning he waved his cap just a little higher and just a little longer than usual, for his heart was light. He had carried his train over the regular route day after day, through the snapping zero weather and through the spring freshets that followed, and no accidents had happened. True, a number of days he had been running late, but he had always been able, even through the trying weather, to land his precious cargo of human freight in safety, and he had a singing thankfulness to God in his heart that he had for so long been able to do so—for that is the kind of man that John McPherson was.

And now May had come, the elixir of spring was in his veins, and he felt on good terms with everything alive.

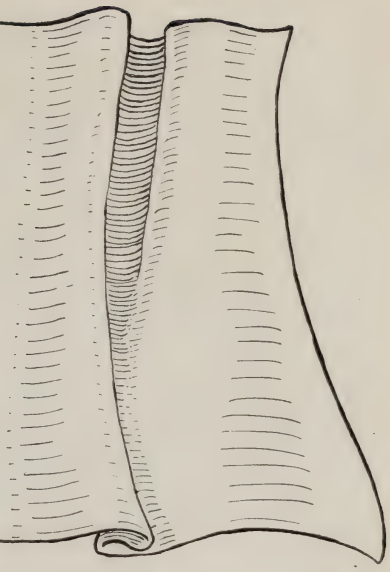
He walked a little faster when he saw a woman, carrying a heavy basket, going toward the station. As he overtook her he saw that she was an old woman, poorly dressed. Her hands were gnarled from rheumatism and the stoop of her shoulders gave mute evidence of the toil of many years.

"May I carry your basket?" he asked. Then, without waiting for an answer, he took it gently from her and fell in with her slow and uncertain step. There was a happy smile of pride and anticipation on her little wrinkled face as she told him how Bennie, her boy, had sent for her to come to visit him. He was working down at Sheldon and doing well now, and he had sent her a ticket, too! His eye sight was poor and it was hard for him to keep a job, but now his boss had bought glasses for him. It was with tears of joy in her eyes that she looked up at John and said:

"And, oh, mister, he says as how I mustn't take in washing any more."

John could hardly get away, even after he had found her a seat in the waiting room and had told her just how and when

The Heart of The Engineer



By Mrs. Cora M. Turner

Wife of Agent at Butler, Pa.

(Prize Story in Fiction Contest)

to get on her train. She was so full of happiness that she simply had to tell some one about it. When he left her she insisted on pressing on him a handful of chestnuts that she fished out of her basket—chestnuts of an age that would have made an idle dentist's heart rejoice.

The train was made up and John, as was his custom, walked the length of it on one side and back to the engine on the other side. He was a firm believer in "Safety First." His work meant much more to him than his pay envelope. He felt that he was an important part of the great organization of his road, and that it was up to him to do *his* part well. Guarding the lives of the passengers and carrying them safely to their destination was to him a sacred trust, and before starting he always wanted to know that all parts of the train, as well as of his engine, were in good condition.

After he had finished his inspection and climbed into the cab he leaned out of the window and bared his head to the warm sunshine, and felt it was good to be alive on such a wonderful morning.

John McPherson, although first of all an efficient engineer, was a philosopher and a dreamer. While driving his engine he had but one thought—the proper performance of his duty. But in idle moments he was given to watching his fellow men and speculating on their actions. Now, as he leaned from the cab window and watched the crowd pushing and jolting to get on the train he wondered why people were always in such nervous haste and always fearful that the train would pull out and leave them. Didn't they know that carrying passengers was the railroad's business, and that the more passengers carried the greater the revenue?

In the crowd he saw the little old lady with her basket. The expression of her face had changed to anxiety as she tried to make her way through the crowd. Just then two boys, almost grown men, jostled her roughly and crowded in ahead of her. John's fists clenched and he muttered "cuss." Then his habit of philosophic thought came into play, and he compared the hurrying crowd with life. Life, he thought, is a journey, and all the swarming millions of the peoples of the world are travelers. For some it is a short journey, for others a little longer. For a few, who are weary and travel-stained and who long to reach their destination, it is too long. Some riding in parlor cars—some in day coaches—some in the smoker—some stealing rides on the freights and some unfortunates even hanging precariously to the bumpers. Many are pushing and crowding for the

best seats, without a thought of their fellow travelers—some are giving their seats to those who are weak and tired—many are buried behind papers or books with "Don't you dare speak to me" written all over their faces—some are giving cheer and courage to disheartened travelers—some are stopping to help to their feet those who have stumbled on rough places—others are directing and assisting others who have taken the wrong road—many, with despair written on their faces, struggle painfully on—others, with an indifferent shrug of the shoulder and a careless "I don't care," drift along. Many others, with hope and happiness shining in their eyes, journey sturdily along, and others, especially old people, wear a look of contentment, as if they carried a happy secret and knew that at the end of the journey they would find a "mansion" and the "Great Loving Master" waiting to welcome them.

The call of "all aboard" brought John back to the present. He pulled his cap well down over his eyes, settled back in his seat and put his hand on the throttle. The day's work had begun and John believed in strict attention to duty. The time for dreaming was past.

* * * * * * *

He was making his return trip. The day's work was almost over and he had a feeling of having done it well. At Sheldon he had watched for the little old lady of the morning and had seen her and her Bennie and knew that at least one of his passengers was supremely happy. And now, before starting on his journey home, he was thinking of Mary and his "men" in the white cottage on the hill. He was building a sort of rude swimming pool and gymnasium where his boys and the neighbors' boys could learn to swim, and have health-giving exercise as well as heaps of fun. Long before he had determined to keep his boys busy as a "Safety First" precaution, for he knew from experience that the devil always has a job waiting for idlers.

It was a fine evening. There would be at least two hours of good daylight for work. The sun was hanging in the golden west, the sky looked like an immense blue dome, the birds seemed to be fairly screaming at one another in the hurry of nest building. The leaves were budding out and green things were springing up everywhere.

His engine was singing along, keeping time with the great heart throbs of power. The fireman straightened up, imitating a man with a sore back.

"Oh Johnnie, me boy, if ye hev' no mercy on the pain in me poor back, plaze think of me ould mither over in Ireland."

"I know what is the matter with you, Pat. You were born lazy—you shy at work. I know all about your relatives in the Old Country—I know you left your mother and Ireland for the good of them both." And John McPherson's laugh rang out as he whistled for the next stop, a mining settlement through which they passed before entering the town proper.

The laugh died on his lips and he uttered an exclamation of horror—a man staggering drunk was on the edge of the track, just ahead. John applied the brakes and blew the whistle frantically. The man seemed to hesitate, then drunkenly waved his hand and staggered out on the track. John McPherson's heart almost stopped beating. He closed his eyes and cried, "Oh God, save him."

When the train came to a stop and he tried to stand, his knees were trembling. When he heard some one say "the poor wretch is done for," he felt nauseated and weak, as if he had been struck a blow on the head.

At the signal to proceed, it was only by a great effort that he could steady his hand to bring his train up to the station. He was stunned. His daylight had changed to darkness. The thing that he had always dreaded had happened. He had run down a man and ground the life out of him. He felt that he must get away, and as he pushed through the crowd the remark of a bystander felt like a stab—"The train ran over a fellow down the track and killed him. Guess he was drunk."

* * * * * * *

Mary had supper ready. It was time for John to come, so she took off her kitchen apron and arranged her hair a

little. She was the kind of woman who believes in keeping the love and respect of her husband by keeping her good looks—and she had them aplenty. As she stood on the porch, with the sun making golden shades in her brown hair and health glowing in her strong face, she was certainly good to look at. Usually she wore white. For this custom she gave two reasons—white was very becoming to her and the color never faded. She had a strong sense of humor that helped her over many trying situations, and she was wise in her age and generation and had decided opinions of her own on the great civic and moral questions of the day.

When she saw John join the "men" she wondered why he took the baby in



his arms and sat down on the ground. Usually he swung him high on his shoulder and carried him up the hill.

When he told her what had happened she comforted him as only a good woman can. When he asked her to take the boys in to supper and said that he could not eat just yet, but that he would go up into the woods for a while, she wisely consented and brought him a cup of coffee, telling him that he would find his supper warm on the stove if he was a little late getting back.

The "men" could not understand why Daddy did not eat his supper, or why he went up to see the big trees without them. Mother explained to them that Daddy was just a little sick and that he had gone up the mountain side, where God would make him well. Then she saw an avalanche of questions descending and tried to avert it, but too late.

"Does God live up in the big trees?"

"Yes, darling. Now drink your milk."

After a few minutes of deep thought:

"Mother, why didn't you take me up to the trees and get God to make me well when I had the measles?"

"Oh Jack," she evaded, "hurry up and finish your supper. I know where there is a patch of the most beautiful violets. We will take a basket and pick loads of them."

When the stars were shining and the moon was a wonderful silver ball in the east, Mary came out on the porch and stood looking up into the sky and murmured, "O Father in Heaven, give me tact to tell my boys the right thing at the right time."

A minute before she had been putting them to bed and Jack, drowsy with sleep, said, "Mother, let's take Bob up to see God, and get his leg mended."

Bob was their dog. He had been nosing around among the stones that they were using in the foundation of the gym and one had rolled on his foot.

John did not go out on his run the next day. He did not feel equal to it. He had a feeling of guilt, as if he had committed a great crime. A great burden seemed to be weighing him down.

He spent most of the day in hard physical work, digging and shoveling hard rock and clay. As usual the "men"

were with him. "Daddy, does God live up in the big trees all the time?"

"God lives in heaven," answered John, as he wiped the perspiration from his face.

"No, Daddy, he doesn't. He lives up in the trees, 'cause mother said he did."

"All right, my boy, you can depend on your mother. If she says so, it is true."

In the evening Mary came out and joined John on the steps. She held up for his inspection a basket of violets.

"Aren't they beautiful? I am going to take them down to *his* wife. Will you come with me?"

With an effort he went to get his hat and coat. But when he came out his face was so full of trouble that Mary's heart failed her.

"John, if you would rather not, I will go alone."

"No, Mary, I'm going with you."

They found the place easily, for the yard was filled with men and women—rough looking men and slatternly women. It was a poor looking place, with coal ashes scattered over the yard and not a blade of grass. The little house seemed to be full of people, and when Mary and John walked up to the door they were met with sullen looks and low mutterings. But Mary was a brave woman—she walked into the room carrying her basket of flowers, handed them to a woman who sat near the casket and began to tell her how sorry her husband felt about the accident.

The woman snatched the flowers, threw them on the floor and began grinding them to pieces under her heel, crying at the top of her voice "He killed my man. There is the fellow" (pointing to John) "who killed my man." Immediately there was an uproar. In a moment the crowd was a menacing mob, ready for anything.

"Come, John, let us go," said Mary, and with her head held high, she walked fearlessly out. As they made their way through the crowd who gathered around the door, they heard threats on every side.

"The railroad company will have to put up a stiff price for this job," said one of the fellows, and a woman, unlovely in appearance, but strong looking, answered, "Them fellers don't care how many of our men they kill." Then a bleary-eyed man, reeking with the fumes of whiskey, shook his fist in John McPherson's face. A companion pulled the drunken man back, growling: "You fool, let him alone, the jury will soak him and his company good and hard." "Yes," chimed in a woman, perhaps enviously, "his widder needn't worry—she'll git plenty to keep her all-righty."

John raised his hand and attempted to speak, but his voice was drowned by the uproar. They climbed the hill in silence. When they reached the house John dropped on the first step of the porch and buried his face in his hands, while great sobs shook his strong body.

Mary placed her hand on his shoulder.

"John, stop!" she said, her voice ringing with indignation. "You are not the murderer of that man. You are just as innocent of his death as am I. You had no thought of injuring him, neither had any other man working on that train.

"The man who sold that poor fellow the whiskey to deaden his brain is the murderer. And back of the man who sold the whiskey is the judge who granted the license to sell it, and back of the judge are the voters who voted to establish and protect by law this accursed business. These are the murderers, and to God they each one will have to answer.

"The railroad company is not responsible for accidents like this one. It is alcohol and those who stand back of it. How can men who think they are Christians—men who are made in the image of their God—men who would scorn to steal or tell a lie—give support to this awful destruction? Men who for the sake of money or position, by use of the ballot, will scar their souls and deliberately give to their fellow men a poison that will change them from thinking, intelligent beings to muttering idiots and staggering imbeciles!

"Alcohol is like 'The Magnetic Island' of the 'Arabian Nights' that gradually drew splendid ships nearer, and nearer, and nearer. Then, suddenly, without warning or sound, the splendid ships fell into a thousand pieces and floated away on the sea. 'The Magnetic Island' had

drawn out every nail and screw and bolt. Drink is just like that—it stealthily draws out every good in a man and leaves him a wreck, floating on the sea of life."

As she finished speaking, John raised himself to his full six feet and squared his shoulders. The emotion and nervousness was gone. His face was filled with determination and his voice rang clear and strong.

"You are right, Mary," he said, "I am innocent of that man's death. It was booze that did it." He raised his hand toward Heaven and cried, "So help me God I will help fight this thing as long as I have life in my body—fight it to the last ditch, fight it until it is down and out, and the poor drunk is given a chance."

"Amen, John. Election day comes next Tuesday."

He turned and saw Mary standing above him with a great light shining in her eyes.



MRS. CORA M. TURNER

The Author of the Prize Story a Modern Woman in the Best Sense of the Term

FROM her story you will guess that Mrs. Cora M. Turner, the wife of our agent at Butler, Pa., and the author of "The Heart of the Engineer," this month's prize winning story, is a modern woman, in the best sense of that much abused term. Her broad view of life, expressed in her story, is further proved by the letter she sent us in answer to our request that she tell the readers of the MAGAZINE something about herself. After protesting that "there is nothing that I can say of myself that would be of interest to anyone," she says:

"I am very proud to be a resident of Butler. Our worthy judge has taken our county out of the class of followers and placed it in the front rank with the leaders, thereby conserving the best energies of every citizen for our beloved nation when the call comes.

"I am a very fortunate woman—I have a daughter and a perfectly good husband, who has been with the Baltimore and Ohio for—well, I dare not say how many years, for he is still posing as a young man.

"Just now we are very busy launching our agricultural work. Our good friends Honorable and Mrs. J. M. Galbreath have generously divided their garden with Dr. Atwell, one of our leading physicians and with us.

"I have a suspicion that the Judge and the Doctor and Mr. Turner may deem it necessary to sit in the shade and ponder on great matters of state while the women folks till the soil—but we shall see. If our garden dreams materialize we will not only be able to feed a few soldiers but may have sufficient for the Baltimore and Ohio commissaries."

Mrs. Turner is proud of Butler—and we venture a guess that Butler is quite as proud of Mrs. Turner.

Nature is neither kernel nor shell,
She is both, one and the other as well;
Make it your aim, yourself to discover—
If you are the inside or only the cover.

—Goethe.

Baltimore and Ohio Trapshooting Club Opens the Season of 1917

THE denizens of Halethorpe were alarmed by the sound of firing on the afternoon of Saturday, May 12. Had von Hindenburg transferred his activities from France to Maryland? Had a German submarine made its way up the Patapsco and started the bombardment of Baltimore? Not a bit of it! It was the Baltimore and Ohio Trapshooting Club opening the season of 1917. As they say in the official communiques, "the losses of the enemy were heavy." When the setting sun gave the signal to cease firing the battle ground was covered with the fragments of what had been perfectly good clay pigeons.

The Trapshooting Club is in a most flourishing condition. New buildings have been erected, the membership has increased and everything looks promising for a successful season. A big day is anticipated in the near future—ladies' day. The ladies may be able to shoot, but—well, the trenches of Flanders would be a "Safety First" location compared with the immediate vicinity of the firing line on that particular afternoon. We advise the boys who pull the traps to study the most modern methods of constructing bomb-proofs, dug outs and trenches.

If you like to shoot take a trip to Halethorpe some Saturday afternoon.



THE OFFICERS OF THE BALTIMORE AND OHIO TRAPSHOOTING CLUB
From left to right—J. A. Hazelton, Vice-President; W. H. Schide, Field Captain; W. E. Hampton, Secretary and Treasurer, and H. M. Constantine, President

War, Food, and the Cost of Living

By W. H. Manss

Assistant to Vice-President
In charge of Commercial Development

STARVATION of the most highly civilized people of the earth, a condition no one believed possible a few years ago, is now about to become a grim fact. The fighting nations of Europe are not facing a period of hunger but of real starvation. And bread and meat cards seem to be necessary in this country if we are to serve our allies as we should.

Bread and meat cards in the United States, the Land of Plenty! Never before has the world been so short of food stuffs, particularly meats and bread producing cereals and potatoes. The armies have eaten the surplus stocks and in some lines there is an actual shortage even for seed.

For example: The Argentine wheat crop is almost a total failure and an embargo has been placed on exports. The United States crop of winter wheat is in poorer condition that at any time for years past. The present condition is reported as 63.4 as against 76.5 in 1904, the worst year previously reported. The indicated yield is 430,000,000 bushels, the lowest since 1912.

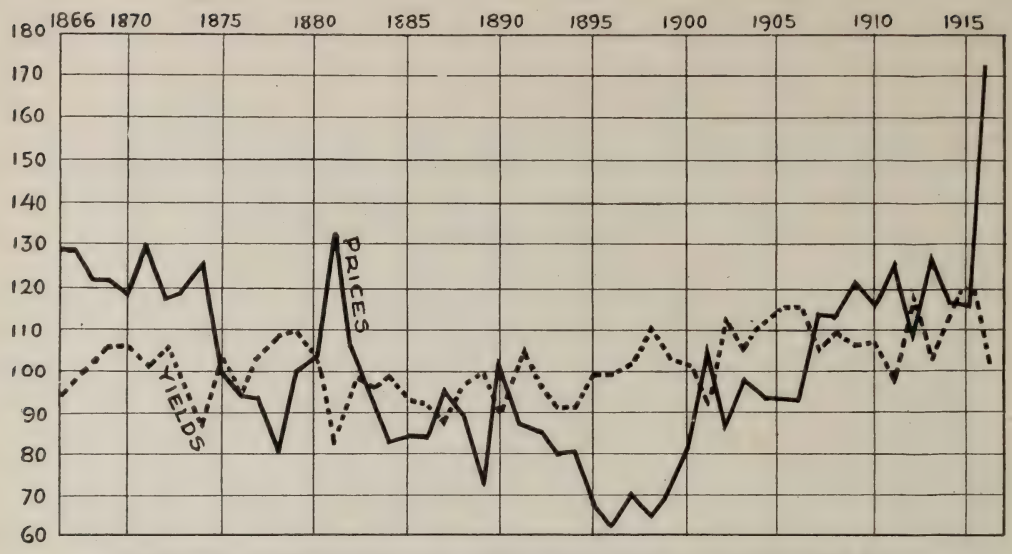
With the Argentine crop harvested and a failure, the Australian crop but little better than a failure, the American winter wheat crop but 60 per cent. of a success, and with our reserve stock only 40 per cent. of the average, how can we hope to aid the French Minister of Agriculture, who recently stated that his nation would need 360,000,000 bushels of wheat to carry it through this year?

Our corn supply is 22 per cent. below normal, while our oat supply is off 35 per cent. As for potatoes we have almost no supply at all, as last year's production was only 53 per cent. of average.

Nature, during the period of the war, has been most niggardly, as the United States production figures (see table) show:

With 16,000,000 men in the trenches

	Yield Bushels		Per Cent. Decrease	Bushels Per Capita for Home Consumption.	
	1915	1916		1915	1916
Wheat	1,025,801,000	639,886,000	37.6	7.2	4.8
Corn	2,994,773,000	2,583,241,000	13.7	29.8	24.7
Oats	1,549,030,000	1,251,992,000	19.2	14.3	11.2
Rye	54,050,000	47,383,000	12.3	.47	.12
Barley	228,851,000	180,927,000	20.96	2.01	1.6
Potatoes	359,721,000	285,437,0 0	20.6	3.5	2.7
Total	6,212,226,000	4,988,866,000	19.6%		



TREND OF FARM PRICES AND YIELD PER ACRE OF CROPS COMBINED

Prices ——
Yields ....

(100 Represents the Average of 50 Years, 1866-1915) From Monthly Crop Report. Published by authority of the Secretary of Agriculture. Vol. 3, No. 2, February, 1917

and 48,000,000 more devoting all their energies to keep the fighters supplied with equipment, and with general unfavorable weather conditions, the productive power of the world has been materially decreased. It is no wonder then that food prices are reaching new high levels almost daily, and that one dollar will now buy only a peck of potatoes as compared with a bushel for forty-three cents in the spring of 1915.

However, these conditions are not surprising to one who has made a close study of the cost of living. Other wars have affected the general price level in very much the same way and to even greater extents. Tables, computed for the United States Government by Dr. Roland P. Falkner, show that the price of food increased during the Mexican War period. During and following the Crimean War, which scarcely caused a ripple on this side of the Atlantic, the prices of food increased 14% in 1853, 20% in 1854, 25% in 1855 and 56, and 30% in 1857 above those of 1852. They never dropped again to the 1852 level.

Relative to the year 1860, a normal year, the advances in food and clothing during and following the Civil War are shown to be:

Per Cent. Increase over 1860

Year	Food	Clothing
1862	10.4	24.1
1863	83.0	91.6
1864	65.8	160.7
1865	116.5	199.2
1866	73.6	126.6
1867	63.9	79.9
1868	64.2	46.8
1869	62.9	47.5
1870	53.8	39.4
1871	69.3	33.3

The general level of food prices never receded to antebellum levels, and only in three years since 1860 have they dropped below that base, those years being 1879, 1885 and 1886.

In 1897 a strong upward tendency in food prices developed, and during the years covering the Spanish-American, the British-Boer and the Russo-Japanese wars this tendency was augmented by the scarcity of food stuffs and the artificial or unusual demands created.

Judging from historical evidence and current conditions, we may be confident that the net and ultimate effects of our entrance into the war will be to aggravate the upward tendency in the prices of food stuffs.

Is there a remedy? Can anything be done to check this upward movement in

prices or are we to sit back and face the inevitable? Fortunately the whole country is alarmed over the situation and is studying solutions to the problem. Many suggestions of value have already been made and many more are, we hope, yet to come.

Clearly, it is your duty and mine not only to study the problem in the hope of finding a solution, but also to lend all possible aid towards conserving the supply of food stuffs now on hand and increasing their production during the coming years.

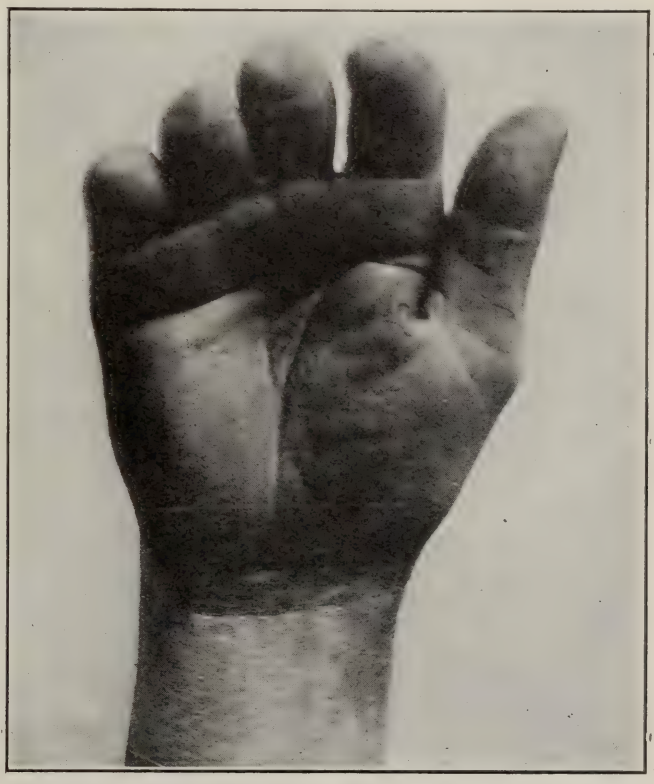
"Cooperation for increased production of food stuffs" should be everybody's slogan. School boys who can farm should be excused from school for the balance of the year with full credit for their year's work upon certification that they will work at farming.

Vacationists, instead of wasting their time, should help the farmers harvest their crops. After all, a vacation is but a temporary change in employment, and farm work, though hard, is most healthy. And the farmer should make his sacrifice by working just a little bit harder to get a greater yield per acre and a greater number of acres yielding.

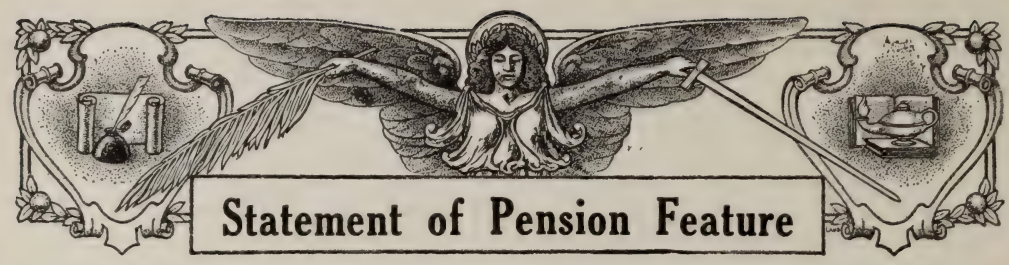
And lastly, the farmer should, above all else, determine to pay a fair wage and provide fair living conditions for his workmen. Until the American farmer decides to compete with the industries in these matters, he cannot hope to secure or hold laborers on the farm.

The farmer, the city man, everybody must rise to his patriotic duty: "Increase the production of food stuffs, that the allied armies may be successful—feed the people."

Think First—Don't be Sorry Afterward



Courtesy American Locomotive Company



Statement of Pension Feature

Employes who have been honorably retired during the month of April, 1917, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Cameron, William F	Machinist	M. P	Indiana	47
Clark, John	Laborer	M. of W	Pittsburgh	30
Dooley, William E	Engineer	C. T	Baltimore	49
Dressel, Frank	Car Inspector	M. P	Baltimore	28
Fleming, Peter	Engineer	C. T	Wheeling	41
Jones, Joseph P	Painter Foreman	M. of W	Ohio River	29
Kinstendorff, Aug. M	Agent	C. T	Baltimore	48
Singleton, Lilburn	Crossing Watchman	C. T	Illinois	10
Trundle, Joseph H	Ticket Agent	C. T	Baltimore	28

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1916, over $296,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,030,054.10.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Daly, Patrick F	Crossing Watchman	C. T	New Castle	April 2, 1917	51
Anderson, Benjamin F.	Laborer	M. of W.	Cumberland	April 5, 1917	39
Crook, Edward J	Engineer	M. P	Baltimore	April 5, 1917	30
Fritz, Philip C	Paver	M. of W.	Baltimore	April 5, 1917	43
Ijams, Joseph A	Train Baggagemaster	C. T	Newark	April 6, 1917	42
Lemen, A. W	Watchman	C. T	Cumberland	April 15, 1917	20
Matthews, Anselm H.	Car Inspector	M. P	Ohio	April 17, 1917	43
Hartling, Frederick	Trackman	M. of W.	Wheeling	April 18, 1917	31
Hefner, Nathaniel	Fireman	C. T	Monongah	April 18, 1917	32
Ingalls, John D	Laborer	M. P	Baltimore	April 18, 1917	27
Costello, Bartley	Laborer	M. P	Connellsville	April 19, 1917	31
Bigelow, Thomas J.	Car Distributer	C. T	Cleveland	April 20, 1917	27
Kinstendorff, Aug. M.	Agent	C. T	Baltimore	April 26, 1917	48

The System Baseball League Preparing for a Busy Season

Two Cups, in Addition to the Championship, will go to the Winning Team

IN spite of war, the high cost of living and the numerous other cares and worries of daily life, there is one interest that never dies in the brain of the red-blooded American—baseball. In fact, baseball, originally, was a war game. It was first played by the soldiers of the Union Armies, who, after the war, brought the game home with them, taught it to others and thus laid the foundation of the American national sport. And because it is a real American game, requiring skill, judgment and courage, it will be played by thousands of boys in khaki in the mobilization camps this summer. Perhaps next summer it will be played behind the lines in France—or Germany —by the same boys. But they will not be pioneers. Canadians are almost as fond of baseball as are their cousins in the States, and there has been many a hard fought game played within sound of the guns.

Most railroaders can not go to the front and although there is plenty of work ahead for them there will also be time for play. This is a time, above all others, when every man should be at his best, and there is nothing that will keep him at his best better than will good clean sport.

Last Spring, when the Baltimore and Ohio System Baseball League was organized and vice-president Thompson offered the Thompson Challenge Cup for competition, the response from the employes of our big System was quick and enthusiastic. Over ninety teams competed for the honor of winning the System championship and of possessing the Challenge Cup for a year. The final game, between the Chillicothe and Philadelphia teams, was played at Homewood Field, the athletic plant of John Hopkins University, in Baltimore, on Labor Day, before a large crowd of enthusiastic employes and many equally enthusiastic officials, including president Willard and vice-presidents Thompson, Davis and Shriver. The Philadelphia team won the game and with it the championship and possession of the Thompson Cup for a year.

This year it is expected that the competition will be even keener than last and that over a hundred teams will compete for the honors. In addition to the Thompson Challenge Cup there will be another trophy, the Davis Cup, donated by vice-president Davis, who is greatly interested in the development of sports among our employes. This cup will become the property of the team winning it. The winning team will also have possession of the Thompson Challenge Cup for a year, and as much longer as they can retain it. The baseball competition will again be under the auspices of the Welfare Bureau. Dr. Parlett, chief of the bureau, who is also the chairman of the General Athletic Committee, takes a keen interest in the sport, and the masterly way in which he conducted last year's competition (with an organization formed just before the opening of the

season) gives assurance that this year playing conditions will be as satisfactory as it is possible to make them.

There was just one unfortunate condition in last year's contest—there were too many protests. It is not desired that a team that feels that it has been discriminated against should not protest. But in a game with as complicated a set of rules as has baseball there will be occasions when the best intentioned and fairest umpires will be at fault in deciding some technical point. The rules were made to give each team a fair and equal chance of victory—not to allow one team to take advantage of some minor technicality to win victory or stave off defeat. Article I of the Constitution of the Athletic Association is a good guide in this matter—"the Association's object shall be to promote and encourage clean athletic sports and the maintenance of a high standard of health, fellowship, and courtesy among employes." It is the hope and wish of president Willard, of the management and of the Welfare Bureau, that the spirit of that rule will be lived up to, with the most scrupulous care, by each and every man interested in Baltimore and Ohio athletics.

In any athletic contest the position of umpire, referee or judge is a most difficult one to fill satisfactorily. This is especially true in baseball. A thorough knowledge of the game, quick decision and strong character are required. This year the men for these positions have been picked with the utmost care. No umpire will officiate on his own division. The Company will pay the men so acting their full time while away from work for this purpose, and furnish transportation. Their division athletic association will reimburse them for necessary traveling expenses. In this way every team will be assured of absolutely fair and disinterested umpiring.

In addition to the baseball season, already under way, teams are training for tennis, track, trap shooting and tug-of-war events. Let us hope that in every athletic activity the spirit of president Willard's words, spoken when he tossed the ball onto the field for last year's final game, will be the by-word for both players and spectators—"May the best team win!"



STANDARD SINGLE TRACK NEAR IRA, ON THE CLEVELAND DIVISION

Safety First

By Clarence Feltz Dotson
Engineer, Monongah Division

(Prize Article on Accident Prevention)

(An appreciation of Mr. Dotson's faithful and efficient service was published in the January, 1917, issue of the Employes Magazine)

THE best way to prevent accidents and carelessness among employes is to educate them in the principles of Safety First.

We have all seen the benefit derived from educational work along this line. There is a great deal in starting men to thinking. And much more can be accomplished by constantly keeping at them—making them think where they are and what they are doing. There is no doubt that many of the accidents that occur are caused by thoughtlessness and that many accidents would not occur if the employe had his mind on his work.

Keep your mind on your work and you will keep your legs and arms on your body! You will also save the lives of others and save your Company's property.

I hope that every employe who has been fortunate enough to see the Safety motion picture "The House That Jack Built," will never forget the lesson that it teaches—that "Safety First" begins in the home. If we are happy at home our minds will be clear and free from worry while we are at work away from home. The picture play also teaches us that we must have our minds on the work we are doing and that we must watch where we put our feet and hands.

The man in the shop should be very careful at his work, not only that he may keep from injuring himself, but so that he will not injure his fellow workers. When doing work that is dangerous to the eyes he should not fail to wear the goggles that the Company has provided. The shopman must not slight his work in the slightest degree, for one little defect in an engine may cause a serious accident on the road. The shop foreman, the inspectors, and the others who are in responsible positions, should see that the engines are in good condition before they are turned out for road service.

The engineer and fireman should examine their engine before leaving the terminal. When they couple onto a train the trainmen should be at their proper places and brakes should be tested. At every point along the line where cars are set off or picked up the brakes should again be tested. An examination should be made of all the cars in the train at every point where a stop is made.

When, for any cause, a train comes to a stop, the engineer should not fail to give the proper whistle signal for the flagman to go back and protect the rear of his train. And he should always call in the flagman before leaving. If this rule is *always* observed the train will be properly protected.

The engineer and fireman should examine their engine at every opportunity and see that everything is in good condition. The engine crew and the train crew should notice the position of switches and the condition of the track.

The engineer should use judgment in handling his train around curves and

bad places, and run at such a rate of speed that there will be no danger of derailing his engine or train. Keep the number plate on your engine clean, so there will be no mistake made. Come into all meeting points and looking out points under full control. Don't fail to sound your whistle for every crossing. A great many men use their own judgment and take chances instead of absolutely obeying the rules of the Company.

In handling trains, by "block system," "block rules" should be lived up to *right to the letter*. Train dispatchers and operators should not hesitate to give information and use all caution where there is the least b't of doubt.

Take no chances. Be sure you are right and then go ahead.

The car repairmen and car inspectors should be very careful to do their work well in every respect. The brakes must be in perfect order and the piston travel right up to where it belongs. Uneven piston travel causes more trains to be parted while running along, more ends pulled out of cars and more wheels flattened than any other one cause. Hence it is evident that the brakes should always be kept in perfect working order. And the men who handle them should use good judgment and handle them *right*.

The engineer and trainmen should be possessed of the proper knowledge of how to manipulate and control the brakes in order to get the best results. Bad brake handling is the cause of a great variety of accidents. The amount of money the Company has to pay out as a result of bad handling of the brakes runs up into thousands of dollars each year, and yet the engineer often excuses himself by saying the brakes failed to work.

Now a few words to trackmen.

The section foreman is selected by his superior officer and given charge of a special territory to look after and to maintain. He is entrusted with thousands of dollars worth of Company material. He is also entrusted with a gang of men. He should look after those men and educate them to do their work in a safe way. He should teach his men to clear all running tracks while a train is passing.

Protect your Company by protecting its property and protecting the life and limbs of yourself and of your men. The Company is spending thousands of dollars trying to educate its employes in "Safety" methods and every employe should lend a helping hand.

I believe that the greatest loss of life on the railroads of the United States is among persons who are neither passengers nor employes.

They are trespassers on railroad property, and the railroad is known as the deadliest footpath on earth.

Why take a chance when life is so sweet?

Five Life Savers for a Typewriter

Brush off all accumulated dirt at the beginning of the day. This will take only a few seconds but will add to the life of the typewriter.

Oil the necessary parts at frequent intervals. A typewriter is a piece of machinery and needs oil to prevent friction and attendant wear.

Always cover your typewriter when leaving it. This will help to keep it free from dirt and dust.

Do not take spite out on your typewriter when you make a mistake. This is liable to lead to broken parts.

Do not disturb the tension of your typewriter after it is once set. This is liable to cause trouble.—*H. S. S.*

The Increase in the Cost of Materials—Present Prices Compared with Previous Normal Prices

The table below shows a list of thirty-six representative materials which are used in large quantities by the Baltimore and Ohio Railroad. Opposite each item of material is shown the present cost or value of a quantity of the material which formerly cost one dollar, when purchased at the previous normal price.

One dollar's worth of Tool Steel, High Speed, now costs	$5.80
One dollar's worth of Boiler Steel, now costs	5.44
One dollar's worth of Steel Plates, now costs	4.77
One dollar's worth of Firebox Steel, now costs	4.55
One dollar's worth of Steel Billets, now costs	3.48
One dollar's worth of Car Axles, now costs	3.44
One dollar's worth of Car Roofs, now costs	3.35
One dollar's worth of Bar Steel, now costs	3.20
One dollar's worth of Driving Axles, now costs	3.00
One dollar's worth of Pig Iron, now costs	2.92
One dollar's worth of Coil Springs, now costs	2.60
One dollar's worth of Bolts, now costs	2.54
One dollar's worth of Bar Iron, now costs	2.52
One dollar's worth of Flues, now costs	2.52
One dollar's worth of Nuts, now costs	2.46
One dollar's worth of Elliptic Springs, now costs	2.41
One dollar's worth of Lead—Pig, now costs	2.37
One dollar's worth of Babbitt, now costs	2.36
One dollar's worth of Fuel Oil, now costs	2.34
One dollar's worth of Journal Bearing Lining, now costs.	2.27
One dollar's worth of Copper—Ingot, now costs	2.26
One dollar's worth of Belting, now costs	2.12
One dollar's worth of Couplers, now costs	2.06
One dollar's worth of Steel Tires, now costs	2.02
One dollar's worth of Wrot Washers, now costs	1.93
One dollar's worth of Tin—Pig, now costs	1.85
One dollar's worth of Air Hose, now costs	1.67
One dollar's worth of Tin Plate, now costs	1.65
One dollar's worth of Rolled Steel Wheels, now costs	1.62
One dollar's worth of Tool Steel, Carbon, now costs	1.57
One dollar's worth of Cross Ties, now costs	1.38
One dollar's worth of Steel Rail, now costs	1.33
One dollar's worth of Malleable Castings, now costs	1.31
One dollar's worth of Oak Lumber, now costs	1.30
One dollar's worth of Steam Hose, now costs	1.18
One dollar's worth of Jacket Iron, now costs	1.13

Every Baltimore and Ohio employe uses material, in his daily work, which is more costly today than it has been heretofore, and which, in all likelihood, will be still more expensive in the future as a result of the general steady advance in prices which continues.

With these conditions clearly in mind, every effort possible must be made to offset the increase in price of new material by greater care in the utilization of such second-hand and reclaimed material as can everywhere be made available for satisfactory service at comparatively little cost.

Conservation of Material is the urgent necessity of the country at this time. The strictest economy in the use of material of every kind, as far as consistent with safety and efficiency, is not only desirable but is positively necessary. Any carelessness, resulting in the waste of material, whether new or second-hand, is inexcusable under the present conditions.

Every foreman of the railroad has an opportunity now to show the quality of his supervising ability by the records he makes in the economical use of material.

The Company confidently expects that every employe will do his best in this connection. It is only necessary for each one to exercise thoughtful intelligence and care, and the results cannot fail to be well worth while.



Baltimore and Ohio Employes Magazine

□

*Robert M. Van Sant, *Editor*
Arthur W. Grahame, *Associate Editor*
*Herbert D. Stitt, *Staff Artist*
George B. Luckey, *Staff Photographer*

*On furlough attending Officers' Reserve Corps Training Camp

Members of Magazine Staff Answer the Call to the Colors

ROBERT M. VAN SANT, the editor, and Herbert D. Stitt, the staff artist of the Employes Magazine, have been furloughed and are attending the Officers' Reserve Corps Training Camp, at Fort Myer, Virginia.

They will take the three months course of intensive military training provided for the future officers of our new citizen army. At the end of the three months ten thousand of the forty thousand candidates will be sent into active service and the others who have done satisfactory work will be commissioned as officers of the Reserve Corps and will be subject to call as they are needed. We wish both gentlemen the very best of good luck—active service and a safe return.

In the absence of Mr. Van Sant, the associate editor, Arthur W. Grahame, will be in charge of the Magazine.

Arguing With Fritz

THE length of the blade of the United States Army bayonet is sixteen inches. It weighs a pound, has a sharp point and a wicked glitter and is attached to the business end of an eight and three-quarter pound rifle. This weapon, in the hands of a husky young American, with a sufficiently vicious fighting face, is the most efficacious argument that we can use to convince the German of the error of his ways. But before we can use it much must be done.

Modern war is complex—more complex even than modern industry—for it is an amalgamation of all industries, all sciences and nearly all arts. Yet its fundamental principle is the same as it was when cave man fought cave man with tooth, nail, and a large and knobby club—to kill your enemy before he can kill you.

The bayonet charge is the final expression of the power of the immense, complicated organization that we call an army. More, it is the final expression of the power of the nation that stands behind the army. To make the charge possible all the efforts of the various arms of the service and of the many industries of the nation must be coordinated. Overhead aeroplanes must scout and fight. Great guns must thunder for days and days, breaking down the barbed wire entanglements of the enemy, blasting his trenches and bomb-proofs to bits, straining his nerves to the breaking point. Behind the lines roads must be mended, railroads built, bread baked and hospitals tended. Still further back (in our case across the sea), workshops must hum with activity, munition factories work day and night, farm workers sweat through the summer days, housewives economize as they have never economized before and, last but far from least, railroads be operated with the utmost efficiency—all that the doughty "dough boy" may be clothed, armed, supplied, fed and helped so that he may, at the given moment, jump out of his trench and go yelling across "no man's land" to argue out with Fritz (with cold steel) the question of democracy *vs.* autocracy—of civilization *vs.* scientifically organized and efficiently directed barbarism.

The time has passed when the soldiers marched to the troop ships, through streets thronged with cheering citizens, to sail away and fight the battles of their country while the rest of the population

went more or less unconcernedly about their daily tasks and read about the war in the newspapers. Modern war means work in some form for every citizen who is deserving of the name. It means sacrifice—sacrifice that each of us, soldier and civilian, must make and make cheerfully.

Many of us are wondering what our particular part will be. We want to do something, but can't find exactly what we should do. But as the war progresses and the organization for conducting it becomes more efficient opportunities for service will open for all those who want them. Be prepared to do your part, and you will find something that you can do.

The railroader who is not called to the colors need not look far afield for his job in helping to win the war. The railroads are the arteries of the nation and upon their efficient operation depends, to a great extent, success or failure. The railroad man, whatever his position, by putting just a little more effort, a little more efficiency, into his daily work will be rendering his country most valuable service.

We must win the war. The future of America, of democracy, of the world, depends upon it. To win each and every one of us must work. Flag raisings and patriotic speeches, unless they are backed up by a stern determination to bend every effort to the successful prosecution of the war, mean nothing. The real test is work—work in the trenches, at sea, in the wheat fields, in the shop and on the railroad. May every Baltimore and Ohio man do his part!

Get Out on Line

A YOUNG man who had been in the service of the Company for five years and had done his work well, felt that he was getting into a rut. He was sensible enough to see that when his viewpoint was not enlarging as the years crept by, his chances for advancement were not opening up either. So he went to an official, told him his story and asked him what to do.

"Get out on line," replied the official. "There are lots of young fellows on the System who are in the same situation that you are. But the hopeful thing about your case as compared to theirs is that you realize that you are in trouble when most of them do not.

"Get out on line. That is what I tell all my clerks who seem to be getting stale. Ride the trains, learn how the signals are operated, use your holidays to visit the big terminals and the big yards. Find out about the motive power, why this type engine is used here and the other type there. Talk to the operating men, ride the rear end whenever you can, get the viewpoint of the man in the caboose. Find out what he thinks about Safety. Then see the trackmen and spend a couple of hours with a section gang. Some of the wisest men on our big System are the section foremen and supervisors. And they are usually glad to talk to a young man who is seeking information.

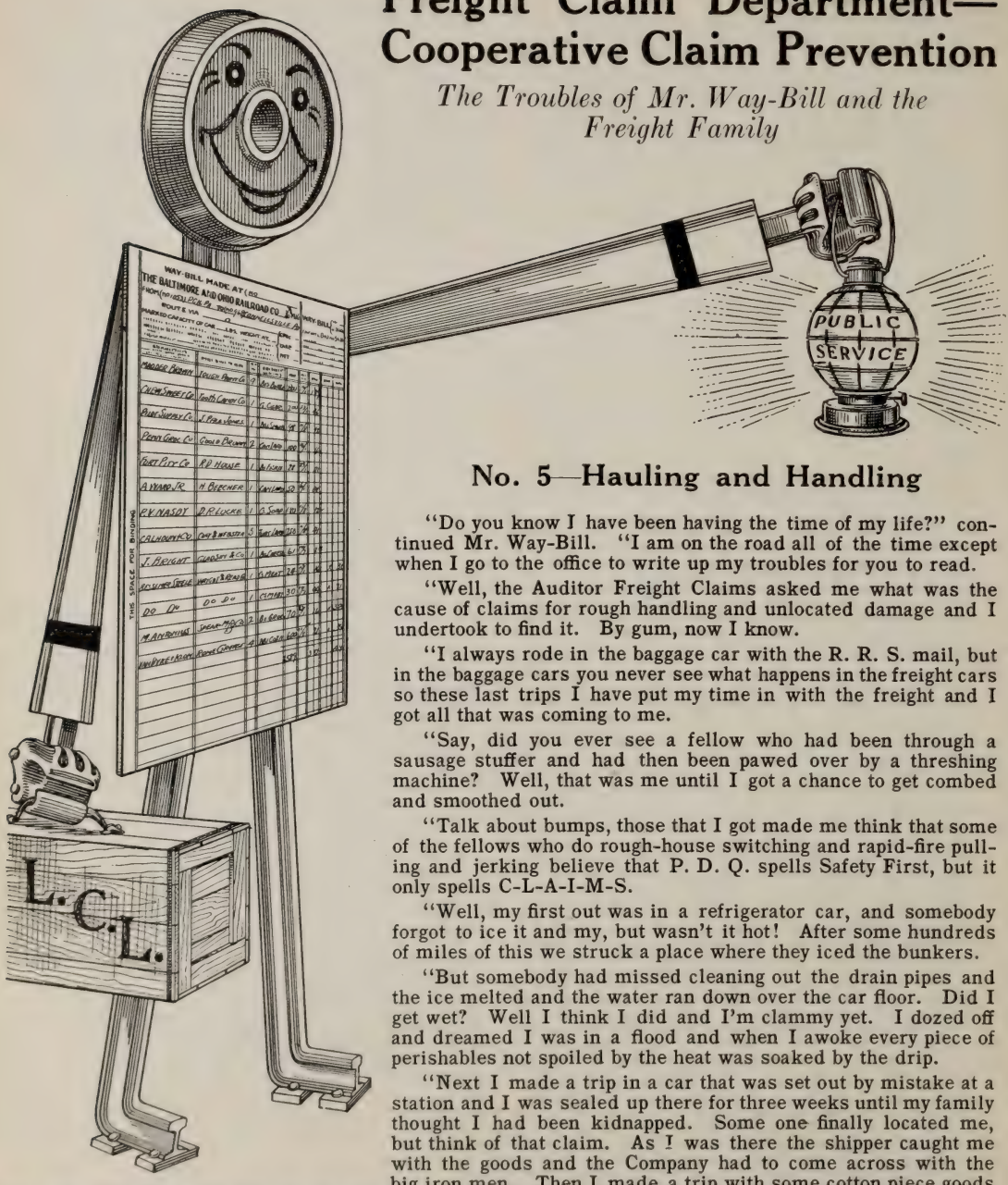
"If I were in your position that is the course I would follow. It will give you a bird's eye view of the infinite amount of detail on a System as big as the Baltimore and Ohio. It will sharpen your wits by putting you in contact with the other man who is helping run the big machine. It may give you an idea of some special kind of railroad work for which you are peculiarly adapted. If it does you can go ahead twice as fast as you have in the last few years."

This advice, coming from an eminently successful man who has had experience in practically every kind of railroad work, is worthy of careful consideration.

"That the world shall, under God, have a new birth of freedom, and that government of the people, by the people, for the people shall not perish from the earth."—*Abraham Lincoln.*

Freight Claim Department—Cooperative Claim Prevention

The Troubles of Mr. Way-Bill and the Freight Family



No. 5—Hauling and Handling

"Do you know I have been having the time of my life?" continued Mr. Way-Bill. "I am on the road all of the time except when I go to the office to write up my troubles for you to read.

"Well, the Auditor Freight Claims asked me what was the cause of claims for rough handling and unlocated damage and I undertook to find it. By gum, now I know.

"I always rode in the baggage car with the R. R. S. mail, but in the baggage cars you never see what happens in the freight cars so these last trips I have put my time in with the freight and I got all that was coming to me.

"Say, did you ever see a fellow who had been through a sausage stuffer and had then been pawed over by a threshing machine? Well, that was me until I got a chance to get combed and smoothed out.

"Talk about bumps, those that I got made me think that some of the fellows who do rough-house switching and rapid-fire pulling and jerking believe that P. D. Q. spells Safety First, but it only spells C-L-A-I-M-S.

"Well, my first out was in a refrigerator car, and somebody forgot to ice it and my, but wasn't it hot! After some hundreds of miles of this we struck a place where they iced the bunkers.

"But somebody had missed cleaning out the drain pipes and the ice melted and the water ran down over the car floor. Did I get wet? Well I think I did and I'm clammy yet. I dozed off and dreamed I was in a flood and when I awoke every piece of perishables not spoiled by the heat was soaked by the drip.

"Next I made a trip in a car that was set out by mistake at a station and I was sealed up there for three weeks until my family thought I had been kidnapped. Some one finally located me, but think of that claim. As I was there the shipper caught me with the goods and the Company had to come across with the big iron men. Then I made a trip with some cotton piece goods and they put the hooks into me as well as into the goods. Why don't the boys see that the claims 'Get the hook' instead of the goods?

"Of course all of my riding wasn't like that, for I was in lots of cars that were loaded right, sealed right, handled right, switched carefully, and delivered on time.

"Your battered-up friend, Mr. Way-Bill, knows from sad experience and his own investigations that the Company never scores a financial 'ten strike' when some one plays ten pins with the freight."

Take care of your freight and the claims will take care of themselves.
Enlist in the army of Care that fights to kill claims.
The agent creates business, the loss and damage claim kills business.

—H. Irving Martin

Hail! The Faithful Track Foreman

Vigilance and Faithfulness are His Watchwords

A SHORT time ago vice-president Davis suggested that he would like to see the pictures of two or three of the oldest track foremen, and a picture of the oldest bridge carpenter foreman, of each Division, published in the MAGAZINE.

The importance of the work of the track foreman—and of his men—can hardly be exaggerated. Their responsibilities are heavy and upon their faithfulness depends the safety of thousands of passengers and employes and of hundreds of thousands of dollars worth of equipment. Unceasing vigilance must be their watchword—vigilance extending through the storms of winter and the heat of summer. So, for the purpose of giving the veterans of this exacting branch of the service well deserved recognition requests have been sent to each correspondent to send us pictures of his Division's veteran track foremen and a picture of their oldest bridge carpenter foreman.

The first of these pictures to be received is from the Wellston Division—of track foreman James Galloway, in charge of track work in Sandusky yard, and his force. Mr. Galloway, who is sixty-eight years old, has forty-six years of faithful and efficient service with the Baltimore and Ohio to his credit. Mr. Galloway is indicated by a cross.



TRACK FOREMAN JAMES GALLOWAY AND HIS MEN

Members of the Debating Club Working Hard

INTEREST in the Baltimore and Ohio Debating Club, which meets each Tuesday evening on the fifth floor of the Baltimore and Ohio Building, is unabated. Since the formation of the club the following subjects have been considered: breath control; the proper position to assume while speaking; enunciation and articulation; force; earnestness and confidence; getting a stock of words, style and simplicity; conversation; imagination and originality; outlining a speech; committing a speech to paper, and the use of the pause.

At an early date a well known public speaker of Baltimore will address the club on the subject of "Gesture." Those who have taken the course feel that what they have learned will be of lasting benefit to them, and that in the future they will be able to put their thoughts over with force and enthusiasm. Some of them have already acquired a "punch."

At a recent debate the following subject was discussed with great interest: Resolved: Unanimity, rather than the vote of a majority, should be required as determining the verdict of a jury.

—

Important Instruction Books Issued by the Company

TWO important instruction books have recently been issued by the Company for use in the Operating Department. The first is called "Good Firing"—a text-book for engineers and firemen on locomotive management. It is seventy-two pages long, of convenient pocket size and contains the very latest information on the many branches of the important subject of firing and handling locomotives. Any firemen or engineers who have not yet received copies of this book can obtain same from their road foreman of engines, who will be glad to see that they are supplied. This book should be invaluable for new firemen and those who expect to take up this branch of railroad work. It contains all the essentials of the subject discussed.

The other book is called "Rules and Regulations Governing the Handling of Air Brakes, Train Air Signals, Electric Headlights, Lighting and Heating Passenger Cars." It is issued by F. H. Clark, general superintendent motive power and approved by J. M. Davis, vice-president operation and maintenance. There are many books in existence covering the subjects discussed in this edition, but none of them relate so particularly to the practices on the Baltimore and Ohio. This edition will be a veritable text-book for all those engaged in the operation of trains and any employe whose work demands that he be posted on the subjects discussed in this book, should make immediate application for copy from their division officers.

So important and fundamental are some of the things discussed in this edition that it is probable that certain sections of it will be reproduced from time to time in the EMPLOYES MAGAZINE.

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Earl Stimson, Engineer Maintenance of Way, Elected Second Vice-President of American Railway Engineering Association

EARL STIMSON, our engineer maintenance of way, has been elected second vice-president of the American Railway Engineering Association. We believe that this is the first time that the Baltimore and Ohio has had a representative made an official of this organization and we congratulate Mr. Stimson and the Association upon his incumbency of this important office.

How Some Employes are "Doing Their Bit"

A TRAVELING auditor tried to enlist when the first call for recruits in the regular army was sounded. He was found physically unfit, but immediately left railroad service, went back to the farm in the Middle West, donned his overalls and released for service in the fighting line one of his brothers.

Another employe in the same department, who has contributed some splendid verse to the EMPLOYES MAGAZINE, has been writing for the Baltimore papers a series of most inspiring poems intended to increase patriotic fervor and stimulate enlistment. He also has said "God bless you—go do your bit" to his oldest son, who is under age but now serving in the National Guard.

Another young man in the same department who has just become of age leaves soon to begin work on a farm in the South and by so doing sacrifices for the time being at least rosy prospects in railroad service. There are other ex-clerks from the same department now in the uniform of the Maryland National Guard.

A half dozen young fellows in the service in Baltimore, all of them with positions paying more than they will get in their new life, preparing for war, have been accepted for the Officers' Training Camp at Fort Myer, Va.

These are but a few of the commendable cases we have heard of and undoubtedly a *very* few of many like them on all the divisions of the big System. There is work for every man to do. What is your bit going to be?

Keyser Employes Show Their Patriotism

OUR employes at Keyser are a patriotic body of men. As a proof of this spirit a collection was taken up among the shop and office forces and a beautiful American flag, 6′ x 10′, was purchased.

The shop men made a fifty foot flag staff, which was planted on the beautiful lawn (known to all Keyserites as Community Park) between our freight and passenger stations. Then, on April 4, a public flag raising ceremony was held.

The Boy Scouts were present, and a band played several patriotic airs. The flag was run to the peak of the staff by a Boy Scout and as it snapped proudly in the breeze six West Virginia National Guardsmen, who happened to be in town, fired a salute. A thousand or more people were present at the ceremony.

The Baltimore and Ohio boys are proud of their gift to the community and stand ready to do their bit in helping America and her allies win the great war for democracy in which we are now engaged.

Flag Raising at Locust Point

A LARGE crowd gathered at our Locust Point yards on April 14 to witness the ceremony of raising Old Glory. Harry Hemerich pulled the cord that released the Stars and Stripes to the breeze, while the band of the Fourth Regiment, Maryland Infantry, played the "Star Spangled Banner." William H. McKay gave a patriotic address, which was greeted with cheers, especially when he expressed the readiness of Baltimore and Ohio men to answer the call of their country's need.

A Slogan for the Food Squad

THE Houston Post says there are 1,000,000 loafers in this land. Not loafers like the Japanese baker who advertised himself "the biggest loafer in Tokyo," but loafers who loaf. Some will be dragnetted into the army, others into other service; still others, if they can manage it, will continue to loaf. For those the Post proposes this national decree: "If you don't do your bit you don't bite!"—*New York Herald.*



THIS PICTURE OF THE CHORUS AND CAST OF NINETY EMPLOYES, IN THE SETTING FOR THE SECOND ACT, BUT POORLY PORTRAYS THE EXQUISITE BEAUTY OF THE SCENE AS ACTUALLY SHOWN IN THE PRODUCTION

The setting was an exquisite combination of harmonious pastel shades and the softest lighting effects. The kimonos worn by the girls' chorus (made from a special pattern by the members of the Bando Club themselves) were in seventeen wonderful color combinations of Japanese crepe. Even the footlights—usually glaring—contributed to the mellow, soft effect, shining, as they did, through garlands of real laurel and artificial wisteria



As Presented by the Baltimore and Ohio Opera Club, in Baltimore, on the Evenings of April 26, 27 and 28, under the Auspices of the Welfare Bureau

"And the night shall be filled with music,
And the cares that infest the day
Shall fold their tents like the Arabs,
And silently steal away."

PRACTICALLY all of those who took part in the three performances of "The Mikado" by the Baltimore and Ohio Opera Club, even after looking back at the long and tiring period of preparation, can yet subscribe to the sentiment expressed in the introductory verse. For, though the opera was a big undertaking for amateurs, especially in the short period of ten weeks, and although the rehearsals came frequently as the time for the first production drew near, by far the majority of those who participated would vote to do it over again if they had the opportunity.

"The Mikado" is about as difficult a comic opera as could have been attempted. It requires a well trained chorus, a competent set of principals, and an elaborate setting. Our own production had all of these things. And whatever of sacrifice and fatigue and discipline was undergone, had its compensation in the sheer beauty of the music and the conviction after the last performance that the effort had been well worth while.

It is a long cry from our own amateur production of this charming opera to a prison camp "somewhere in Germany." The place, as recently related in the New York *Tribune*, was called "Ruhleben," and the devotion of the Englishmen therein imprisoned to this Gilbert and Sullivan masterpiece was shown in this way:

The camp was disease-ridden. Hundreds were being carried off by illness, lack of medical facilities and starvation. Something had to be done to rejuvenate the spirit of the prisoners and some of them who were in better condition than their suffering comrades hit upon an amateur production of "The Mikado" for this purpose. Therefore, without the sanction, even if with the permission of their German guards,



KO-KO

Masterfully played by JOHN T. ELLIOTT, the general director of the opera

it was given under the title of "The Makeado, or the Town of Lhangerpu."

It is a long cry, we say, from Albaugh's Theatre in Baltimore to a German prison camp. Yet the same love of music and the belief in its inspiring and cheering qualities were responsible for both productions.

If you were present on any one of the nights of April 26, 27 and 28, you will remember the beauty of the decorations in the lobby. Long supple bamboo poles from far-off Japan had been secured and on these were hung the gayest of paper lanterns. The poles were placed in every corner, the supple tops bending lightly against the ceiling, giving the effect of the most graceful arched festoons of lanterns. The lighting effects were also covered with lanterns, and the box office and center pillar of the lobby were lavishly embowered with fresh green laurel and beautiful artificial wisteria, which had been made by the girls of the Bando Club. On the left was a long table covered with a snowy white cloth and draped with Japanese crepe most oriental in pattern. Attractive signs hung back of the table inviting those attending the opera to come out between the acts and enjoy a glass of tea punch. Vases at either end of the table were stacked high with real Japanese apple blossoms and a huge silver punch bowl in the centre of the table completed the artistic invitation.

The delicious tea punch which was served between the acts was made under the direction of John Bopp, who has charge of the employes' restaurant in the Baltimore and Ohio Building, and was served by Miss Mabel T. Gessner, vice-president of the Bando Club and some of her girl associates in the Club. Each of them wore a Japanese kimono of most characteristic pattern and added quaint geisha-girl touches to her costume to complete the Nipponese illusion.

Other girls of the Bando Club distributed programs. These were most attractive, printed as they were in wisteria purple and spring green colors on big sheets of hand-made deckle-edge Japanese paper, rolled up, diploma-fashion, and tied with red, white and blue paper ribbon, just to add a little patriotic touch.

On either side of the entrance to the orchestra was a beautifully decorated crepe covered table on which Japanese baskets were piled. These were filled with delicious confections which were sold between the acts by the girl ushers, also bedecked in kimonos and other decorations *a la Japonesque.*

The inside of the theatre realized the promise of the announcement of "The Mikado" made in the March and April issues of the MAGAZINE. It looked like a bit of Japan transplanted. The stage boxes were flanked by festoons of Japanese lanterns on long bamboo poles, laurel and wisteria covered the upper tier of boxes in profusion and three American flags hung in severe simplicity from the boxes on either lower side. The decorations were in charge of Harry Welker, clerk in the agent's office at Camden. Mr. Welker also played the part of Pish-Tush in the opera and it is a toss-up whether he was more successful in his role of actor or decorator-in-chief. In the latter



AN UNBEATABLE TRIO

Left to right: HOOD YATES as the Mikado, BENJAMIN H. ANDERSEN as Nee Ban and ELNA SELLMAN as Katisha



THEY'RE PRETTY AS PICTURES HERE WITHOUT THEIR MAKEUP

Imagine how attractive they were with it on. ALICE LEIGH as Yum-Yum in the center, IDA LUSBY as Peep-Bo on the left, ELIZABETH LOCSE as Pitti-Sing on the right

capacity he was ably assisted by Miss Gessner, who, during the whole of the preparations for the opera was invaluable for her judgment, her enthusiasm and her willingness to do anything which could contribute to the success of the production.

On the first night the Opera Club was ready to open the performance promptly on the dot of 8.15, the advertised time. But the patrons had just begun to arrive in force then, and it was 8.25 when Hobart Smock, the leader of the orchestra and the musical director of the opera, raised his baton and led his charges through one verse of the Star Spangled Banner. This was a most appropriate introduction and was repeated on the two succeeding nights to the enthusiastic approval of the audience.

The orchestra played the long overture well and when the curtain was raised upon the chorus of Japanese noblemen (off stage, the members of the Glee Club) and the beautiful *mise-en-scene*, there was a hearty outburst of applause.

Just a word about the scene itself. The color scheme was light green, and represented the court yard of the residence of Ko-Ko, the Lord High Executioner of Titipu. The trellised entrances led from either side into the back centre of the stage and potted plants and garlands of fresh laurel and wisteria made the scene most realistic. Two formal stone benches were placed, one on either side of the stage, and behind one bloomed in all its springtime beauty a miniature Japanese cherry blossom tree. An enormous Japanese parasol of gorgeous colors, from the limbs of which hung twenty-four tiny Japanese lanterns, was suspended directly over the centre of the stage and provided the key note of the whole scenic scheme.

Beautiful as was the first act picture, however, it was far surpassed by the charming and delicate setting which was provided for the second.

This was a lovely garden, as green and pink and fresh as real laurel draped in profusion over the most delicately painted background of garlanded arches and trellisses, could make it. The brilliant Japanese parasol had its tiny hanging lanterns brightly illuminated and in each of the seven arches was a single Japanese lantern. The effect was of softest moonlight on the garden and the picture presented by the daintily attired girls in the chorus grouped around the three little maids, with Yum-Yum

in the centre, preparing for her wedding ceremony, will linger long in the memory.

Limitation of space forbids an extended review of the play. Suffice it to say that the following criticism, which appeared in the Baltimore *Evening News* of April 27, the day after the first performance, is neither more nor less appreciative than the criticisms which were given by all the other Baltimore papers, without exception.

"A crowded and enthusiastic audience witnessed the Gilbert and Sullivan classic 'The Mikado,' as given by the Baltimore and Ohio Opera Club at Albaugh's last night. This was the second venture in the same field, 'Pinafore' having been sung by the same organization in November last year, and a more ambitious one, since the Japanese work was the fruit of the two famous collaborators when their hands as duettists had become expert and they had soared boldly into a new and difficult field.

" 'The Mikado' is almost as hazardous as any musical experiment the Opera Club might have made, for Sir Arthur Sullivan's score demands resource and skill and sometimes reaches lofty heights. At more than one point he has made use of genuine Japanese themes. To present the opera acceptably there must be talented singers and performers, attractive and appropriate costumes and accessories sufficiently elaborate to establish the actual Nipponese atmosphere.

"In all these respects the requirements were fulfilled by the club last night. It was a pleasure to see the stage adornments—the cherry blossoms, the apple tree blooms, the garlands of wisteria, with their light and charming color—and the varied and graceful costumes of silk, the fans and combs, the quaint shoes, the graceful head-dresses and the bows and simpers of the noblemen and the girls. Beautiful pictures were made as the figures moved through the amusing play, always to lovely music. Even the program was printed on Japanese paper, with drawings by the famous Hokusai.

"The songs, the madrigals, the glees were remarkably well sung. Three charming little wards of Ko-Ko were found in Alice Leigh as Yum-Yum, Elizabeth Loose as Pitti-Sing and Ida Lusby as Peep-Bo. Miss Leigh was particularly delightful and in the kissing duet with Nanki-Poo at the close of the first act and in the song in the garden in the second act won generous applause.

"A droll Ko-Ko was John T. Elliott and a haughty Pooh-Bah, with his comprehensive responsibilities, was seen in John D. Wright. The disdainful Pish-Tush was Harry Welker and Elna Sellman created much laughter with her Katisha. An impressive Mikado was presented by Hood Yates, and the light and pleasing tenor voice of H. Herman Godfrey was



THE BIG BASS DRUM SPEAKS ELOQUENTLY FOR THIS CROWD OF EMPLOYES

Hobart Smock, the musical director of the production, is in the back row standing and "all dressed up"



"YUM-YUM" SIGHED NANKI-POO

And so would you if you had been in his position. ALICE LEIGH and HERMAN GODFREY as these sentimental lovers

heard to advantage in the part of Nanki-Poo. There was a very large and well-trained chorus, and the music of the orchestra, under the direction of Hobart Smock, was excellent."

So much for the play as a whole, and just a word of thanks to several who, in addition to those already especially mentioned, were responsible, to a large extent, for the unqualified success of the opera.

First to Mr. Elliott, who produced the play, who worked up all the stage settings, who gave of his time and energy with slavish devotion to the perfection of an infinite number of details, and who did all of this cheerfully, optimistically and with a love for the work which was delightful and refreshing.

Mr. Smock was the capable music director, the leader of fine command, and the friend of everything attempted by the Baltimore and Ohio Opera Club, that he always is.

Miss Anne Henderson, the president of the Bando Club, worked with her usual enthusiasm, and with the generous reward given her by the splendid showing made by the girls of the Club. Of Miss Gessner's untiring and well directed efforts, all who had anything to do with the opera, are well aware.

We doubt if there has ever been a trio of "little maids" more realistically filling the parts of demure and dainty Japanese school girls than the Yum-Yum, Pitti-Sing and Peep-Bo of our production, respectively sung by Alice Leigh, Elizabeth Loose and Ida Lusby. Their appearance alone was sufficient to repay one for going to see the opera and their vocal attainments and acting were surprisingly fine. This is especially true in view of the fact that no one of them had ever appeared in a comic opera before.

Miss Leigh throughout seemed absolutely "to the manor born." She was entirely at ease, dainty, vivacious, attractive and stood the strain of the three successive performances extremely well. Her beautiful "Moon Song" was encored each night. Miss Loose acted with fine restraint and was a compelling picture in her gorgeous cerise kimono. Her sweet contralto voice was particularly effective in the lilting "For he's going to marry Yum-Yum." Miss Lusby was by far the most Japonesque of all the school girls on the stage. She "toddled" with all the quaintness of a real Nipponese and looked like a glorified Madame Butterfly.

Elna Sellman, as Katisha, far surpassed her performance of Josephine in Pinafore. She threw herself into the part with the enthusiasm and confidence of a professional and both vocally and histrionically, was superb.

Of the boys in the Glee Club, special thanks are due B. H. Andersen, treasurer, for his important part not only in the handling of the tickets, but also for his admirable performance of the idiot, sometimes known as Nee-Ban, the jester of the Mikado. His idiocy was irresistable (that is to say, in his latter capacity). Ambrose T. Hardwick took care of the scores and other incidentals in connection with the opera with his accustomed earnestness.

Hood Yates, who played the Mikado, is especially to be congratulated because he started to rehearse the part only ten days before the first performance on account of the



A DELIGHTFULLY REALISTIC AND ATTRACTIVE COUPLE

IDA LUSBY as Peep-Bo and HARRY WELKER as Pish-Tush



THE ROLES OF PITTI-SING AND POOH-BAH
were splendidly sung by ELIZABETH LOOSE
and JOHN D. WRIGHT

enforced absence from Baltimore of O. L. Andrews, a member of the Glee Club who had originally started to do this part. Mr. Yates' characterization of the part was simply splendid.

Herman Godfrey gave the charming part of Nanki-Poo a carefully studied interpretation. His kissing scene with Miss Leigh as Yum-Yum was particularly successful, and in their several duets they showed the effect of long and careful training. One could hardly fail to be a devoted and enthusiastic lover with so charming a Yum-Yum as Miss Leigh.

It was only after the most earnest solicitation that John D. Wright, foreman of the paint shop at Mount Clare, consented to sing the difficult role of Pooh-Bah. His natural dignity and magnificent baritone voice enabled him to give a very finished performance and, particularly on account of his disinclination from a purely personal standpoint to shoulder the long and strenuous rehearsals and the three performances, he has the thanks of all his associates. The part of Pish-Tush was handled by Harry Welker, as it would have been by an accomplished professional. He was "in" the part all the time and gave it a distinguished reading.

Of Mr. Elliott's playing of the great role of Ko-Ko it need only be said that unbiased and expert critics who saw his interpretation said that in their memory it had never been done better in Baltimore.

The officials of the Railroad supported the project handsomely, boxes having been subscribed to by most of them. It was a deep disappointment to the members of the Opera Club that some of them could not attend, but it was generally well known that they were engaged in business of the greatest importance at the time the performances were being given.

Flowers in profusion were handed across the footlights on all the three nights. Beautiful roses were sent to all of the girl principals and to Miss Henderson and Miss Gessner, the president and vice-president, respectively, of the Bando Club, by the Baltimore and Ohio Glee Club. Flowers were also received from the Welfare Bureau and among others from vice-president and Mrs. A. W. Thompson.

It was particularly gratifying to the members of the Club to know that the audience on Thursday night, composed principally of the friends of the Children's Hospital School, was a good one, and went away feeling that they had gotten their money's worth. It looks now as if between six hundred and one thousand dollars would be realized for the Children's Hospital School and that a sum slightly less than this will be realized for distribution by the Opera Club.

To all who participated directly or indirectly in the Opera and to the thousands of friends who supported it by their encouragement and financial assistance, the sincere thanks of the Opera Club are extended.

To the Rescue

"WITH the eastern seaboard threatened by U-boats, the west is contributing its 'strength' to fortify the guardians of the coast with new courage and to stimulate enlistment," remarks one of our traffic officials, who reports that recently a solid train, loaded with wealth almost rivaling the war loan left St. Louis on its way East. "Through the little towns that dot the right-of-way, housewives leaned from windows or stood in doorways and, catching the scent once so familiar, collapsed. Some there were, braver and less weak than their sisters, who rushed to catch the flying 'mint,' as it sped on its way. At terminals where crews were changed dispatchers whispered their orders to the men, telling them of their precious charge and special instructions were given to exert the utmost care in handling the train. The enginemen hearing, looked frightened, then mysterious, but gradually grew calm, as good railroaders will when they have an important task to perform, and buckled down to their duties Telegraph wires carried the golden secret to the lone signalmen in their towers, presaging the approach of the train. Wherever it stopped curious crowds gathered and looked with awe upon the miracle that had visited them. At the many 'somewheres in America' where national guardsmen are protecting the bridges, tunnels and stretches of the right-of-way, soldiers saluted the lucky crew as a signal mark of honor to their new responsibility—a trust confided in few men—that of bringing safely to the east a solid trainload of thirty-six cars of Onions."—*J. H. Baumgartner.*



SPECIAL MERIT ROLL

Martinsburg Shops

On April 10 engineer Charles Grosinger, engine 1830, observed indications of a damaged car in train ahead. On reaching Hancock he notified the operator, who had the train in question inspected at Sir John's Run. The defective car was discovered and set off. Engineer Grosinger is commended for his watchfulness and prompt action.

Monongah Division

On March 25 conductor F. J. Merrifield found a defective track condition in cut east of Lumberport, and, together with conductor A. H. Strong, made temporary repairs. They notified trains that were being met at Bloom, and also the train dispatcher, so that trains could pass safely.

Wheeling Division

On the night of April 3, Wheeling freight house watchman Guy discovered a fire under the platform of the W. A. Wilson Co., wholesale paint and building supply dealers, whose building is across the street from our freight house. With the aid of clerks Davis and Forgey he extinguished the fire by the use of fire extinguishers, which are kept in the freight house. His prompt action no doubt prevented a serious fire.

On the afternoon of March 27 conductor E. D. Luke discovered a defective track condition in Schramm's Siding. A credit entry has been placed on his service record.

On the evening of April 13, while 2–85 was approaching Wheeling passenger station, section foreman William Lemley discovered a

Special Service Rendered by Cumberland Division Operators During Month of March

Date	Name	Location	Irregularity Noted
March 1	W. R. Cogley	Oakland	Equipment.
March 1	Q. Hobbs	Hobbs	Equipment.
March 1	J. L. Schroder	Hobbs	Equipment.
March 1	C. L. Kesecker	Martinsburg	Contents of car not secure.
March 2	C. L. Kesecker	Martinsburg	Equipment.
March 5	H. H. Chambers	Engles	Track condition.
March 7	J. L. Schroder	Martinsburg	Equipment.
March 9	H. C. Rhoades	Magnolia	Equipment.
March 10	O. J. Rash	Hancock	Car door bulged.
March 10	S. E. Schroder	Hancock	Equipment.
March 11	J. L. Schroder	Martinsburg	Equipment.
March 12	C. E. Ott	Rodemer	Track condition.
March 12	C. E. Ott	Seymour's	Track condition.
March 12	S. E. Schroder	Hancock	Equipment.
March 13	C. C. DeHaven	Viaduct Junction	Protecting persons.
March 14	O. J. Rash	Hancock	Equipment.
March 14	S. E. Schroder	Hancock	Equipment.
March 15	E. O. Fouch	Mountain Lake	Shifted load.
March 17	S. E. Schroder	Hancock	Equipment.
March 20	S. E. Schroder	Hancock	Equipment.
March 21	G. W. Kaylor	Rawlings	Equipment.
March 21	H. C. Rhoades	Magnolia	Bulged door.
March 21	C. W. Michael	Terra Alta	Shifted load.
March 24	O. J. Rash	Hancock	Equipment.
March 24	J. B. Adams	Hancock	Equipment.
March 25	J. R. Murphy	Oakland	Projection from car.
March 31	Q. Hobbs	Hobbs	Equipment.

defective condition on our car 165701 and immediately took necessary action to prevent accident.

Switchtender G. L. Bisett discovered a defective condition of equipment on extra east 2204, while passing through Benwood yard recently. He succeeded in having train stopped and the condition was remedied.

Operator F. Shivlin has been commended for his discovery of a defective condition of equipment on a car in train of extra west engine 2647, while passing DK Tower. He immediately reported the matter to the conductor.

Mr. C. C. Schlosser, an employe of the Central Glass Company, while returning from work, discovered and reported a defective switch condition just west of Sixteenth Street. Superintendent Haver has written to Mr. Schlosser, thanking him for his action.

Cleveland Division

On April 7 C. E. Woods, operator at Seville, Ohio, noticed a defective condition on a car in a passing train and promptly notified the crew, so that repairs could be made. Mr. Woods, who is the youngest man in our telegraphic service, is commended for his prompt action.



C. E. WOODS

On April 10 G. W. Eaton, agent at Boston Mill, Ohio, earned a credit entry on his service record by discovering a defective track condition near his station.

Newark Division

Superintendent Stevens has written to Mr. Roy L. Helms and Mr. John Weekly, residents of Stewartsville, Ohio, thanking them for services rendered the Company on March 24. They discovered a landslide just west of Neffs, Ohio, and flagged train No. 70.

Pittsburgh Division

On the evening of April 1 Mr. Henry Singer, of Epton, Pa., discovered a fire on our bridge 101. He stopped train No. 34 and notified the crew of his finding. Mr. Singer's prompt action and cooperative interest on this occasion is gratifying to us and we wish to thank him.

On April 14, while flagging ahead to protect movement of train No. 164 at Versailles, baggagemaster B. L. Matthews discovered a car door lying on westward main track. He removed it.

John Picket, Wells Fargo agent at Washington, Pa., on March 21 heard an unusual noise when train No. 35 was moving over the crossing. He made an examination and found one of the planks loose. He at once made repairs.

We want to express our appreciation of his splendid cooperation.

New Castle Division

On March 14 H. D. Carnes, lampman at FS Tower, near Ravenna, O., discovered a condition which he immediately reported and had remedied.

On April 7 train No. 7 had a knuckle break on baggage car at Ravenna. Conductors J. E. Crill and C. S. Reed, who were deadheading, rendered valuable assistance in cutting the car out and getting the train moving with the least possible delay.

Ohio Division

A Correction

In the April issue, through an error, conductor Sutton was given credit for discovering an obstruction on the main track near Madeira. The gentleman to whom the credit should have been given was brakeman Edward Tierney.

Operators A. J. Saunier and R. K. Hall have been commended for observing and reporting defective conditions on passing freight trains.

Indiana Division

On March 16 Samuel Hodapp, car inspector at Seymour, observed a defective condition of equipment on car in train of extra east 2625. He called the agent at Ft. Ritner on the telephone and asked him to call Medora and stop the train. This was done and repairs made by the crew. A credit entry has been placed on Mr. Hodapp's service record.

When train No. 12 had trouble near Nebo on March 5, engineer E. R. Day and conductor Ford Cox, who were deadheading from Seymour, greatly assisted in the work of expediting the movement of the train.

Passenger brakeman Edward Sherber, while deadheading on train No. 56 on March 21, observed a defective condition on the engine. He had the train stopped and repairs were made.

On April 1 operator R. O. Huntington discovered a defective track condition near Osgood and flagged extra east No. 891–2664. He also reported the matter so that repairs could be made. A credit entry has been placed on his service record.

While brakeman Frederick Artman was flagging at Milan on April 7, he noticed a defective condition of equipment on a car in a passing freight train. He attracted the attention of the crew and repairs were made. He is commended.

At Rivervale, on March 13, operator Sanders noticed a defective condition of equipment on P. R. R. 18246, in extra east 2769, and notified the conductor.

Cincinnati Terminals

A credit entry has been placed on the service record of N. G. Haering, switchtender at 8th Street, for cutting air hose on train of Big Four engine 7377 on March 25, when cars in train were derailed. It is probable that Mr. Haering's prompt action saved the Company considerable track damage.

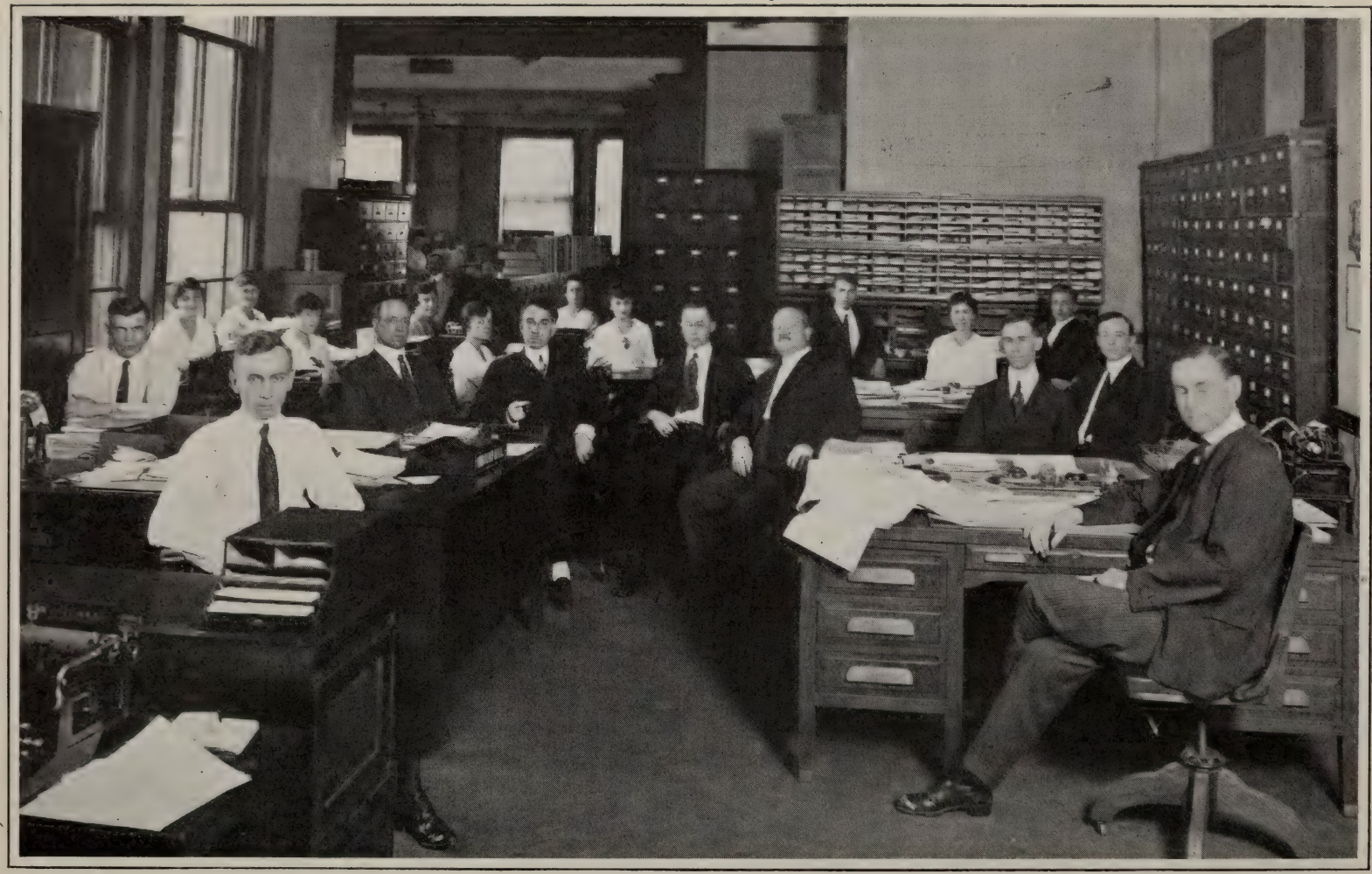
On March 25 C. H. Christopher, operator at Ivorydale Junction, found a defective condition in interlocking plant at that point. He remedied the condition. A credit entry has been placed on his service record.

On March 28 switchman J. Nolan discovered a defective track condition near RH Tower. A credit entry has been placed on his service record.

Principal Items of Expense in Train Service

(Exclusive of the Expense of Storehouse Labor in Handling)

Item	Cost	Item	Cost
Lantern frames	$ .65	Scoop shovels	$ .52
White globes	.16	Engineman torches	.42
Red globes	.59	Long spout oil cans	.63
Fusees 5"	.11	Coal picks	.22
Torpedoes	.014	Engine water coolers	2.80
Monkey wrenches 12"	.68	Air hose	1.14
Monkey wrenches 18"	1.20	Air hose gaskets	.0125
Stilson wrenches 18"	.98	Gas stick	2.90
Signal flags	.09	1¼" square nut	.05
Brooms (engine)	.41	1½" brass screw—gross	.70
Brooms (trainmen)	.44	Caboose end door lock	1.25
Hammers	.22	Car chain	4.70
Cold chisels 9"	.15	Emergency knuckle	4.50
Tail marker lamps (engine)	5.42	Car replacers	16.48
Tail marker lamps (train)	5.94		



MISCELLANEOUS BUREAUS, AND AUDITOR AND CHIEF CLERKS, AUDITOR MERCHANDISE RECEIPTS' OFFICE



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Freight Claims' Office

Correspondent, H. Irving Martin

The pages of the Employes Magazine have from time to time disclosed the presence of poets of no mean order among those whose names appear on the payrolls of the Company.

The drumbeat of the nation, sounded in our ears so recently, may call to the colors from the ranks of railroad operatives and railroad clerks some one who may rank as a Funston. It is not at all improbable that the business training and the possession of the art of managing men and affairs may make some Baltimore and Ohio man stand among his fellows as a star of the first magnitude.

We have not forgotten that J. C. McMahon, a Baltimore and Ohio yardmaster, untangled the disordered yards at Tampa during the Spanish-American War and brought order out of chaos.

It may be the lot of some of those from the Freight Claim Department who have offered their services to the Government to perform some act which will entitle them to honorable mention and grateful remembrance. Possibly we have worked shoulder to shoulder with a Hobson, a Bagby, or a Rowan, chosen to "carry a message to Garcia."

Our wishes for honorable and meritorious service go with Charles Ruzicka, whose name is enrolled as a yeoman on the "Fish Hawk," of the Naval Reserve; and with Herbert A. Brown, now with the Coast Artillery at Fort Slocum, near New Rochelle, New York.

Napoleon said that "an army moves on its belly." The soldier whose *stomach* is empty has no *heart* to fight. It is necessary that army supplies be moved according to regulations and proper freight rates.

It is essential that accounts be kept and railway rates on Government material be checked and we are glad to contribute our rate clerk, H. H. Godfrey, to the Quartermaster General's Department. "H. H. G." in this instance will stand for service, not for goods.

Our baseball team can hit the ball, and we are glad to record their victory over the Mount Saint Joseph's High School team on March 24. The score of five to three was piled up in two innings, when each team seemed to let up a little. The remaining innings were stubbornly contested by the opposing batteries.

The Freight Claim Department line-up was: Heinz, Brubaker, Chaney, Kemp, Gannon, Fink, Pope, Ittner, and Goeller.

On April 14 our team failed to realize the value of their daily environment to the McCormick spice team. We assume that the absorption by the team of "pep" and "ginger" from the shelves of the McCormick warehouses gave that team a working advantage which resulted in their grabbing up the honors by the tally of seven to four.

But the best is to come. The Claim Department Club, by dint of practice and hard work, will hold the game in their own hands on many future Saturdays.

Auditor Coal and Coke Receipts' Office

Correspondent, J. LIMPERT

Never was there a more disappointed lot of people than the employes of this office when a certain party by the name of J. Pluvius horned in on our Good Friday ball game. The stage had been all set for a hot contest and everybody tuned up for the fray, when old J. P. got in his dirty work. The rain of the night before left the grounds soggy and the weather better suited for football than baseball. The hardest part of the whole affair was that the Married Men had already counted the game as won, and had it all doped out how they were going to make "Jimmy" do a "Hindenburg" to the showers. However, such things will happen, and, when it was found impossible to play the game, those who had the courage to venture out to the grounds were invited to a luncheon, served by the committee in charge, at the Westport Country Club, and, according to all reports, said luncheon was of the "A La Emerson" order, or in plain English, a bang-up affair.

It is to be hoped that later in the season the spirit may move the players of the Married and Single Men's teams to get together and decide this year's champs.

Hugh C. Carter has been called to the colors and is serving in the Fourth Regiment.

Is there anything more provoking than to have one's brand new straw hat fly off and go splashing around in the mud? Neither does our Lula.

Anditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

A patriotic spirit fills the office and as the result the Star Spangled Banner floats over every desk. As a token of the esteem in which the men of the train earnings and statistical bureaus hold their chief clerk, L. M. Grice, they took occasion on March 21 to present to him an American flag, enameled on gold, for wear in the bottonhole.

C. St. Elmo Grice, a special apprentice at Mount Clare Shops and son of our chief clerk, has proved his patriotism by enlisting in Company G, Fifth Regiment, Maryland National Guard.

Willing to do "their bit" ten men answered the call to the colors and have enrolled themselves in the "Guarding Family" of Uncle Sam. E. B. Alrich answers roll call as a member of the Maryland Naval Militia, and Henry J. Burns and Frank Lyons have joined the bluejackets as yeoman and seaman, respectively. Leo Dunphy, of Company I, and Lamar Norris, of Company K, reported when the Fifth Regiment, M. N. G., was called into service.

Feeling the desire to don the khaki, Edward Boylan, Charles Grewe, and Charles Myers selected Company M as their favorite, while Harry Phillips chose Company E of the Fifth Regiment, and Le Roy Fankhanel joined the Hospital Corps of the Fourth Regiment. Although the loss of their services is keenly felt, their fellow clerks congratulate them on their stand.

The annual ball game between the statistical and train earnings bureaus took place on March 31 at Clifton Park. Much to the surprise of everyone the game resulted in a hot battle and the train earners forced the statisticians to the limit before they submitted to a 10 to 9 defeat. The winning run was scored in the seventh inning, when Schmidt had doubled and Owens came through with a timely single. The fielding and hitting of both sides was good. Schmidt and Cady led with the stick, while Hooper's superhuman catch in center featured the fielding. Hohman and Travers rendered decisions like veteran umpires. The lineup: Statistical Department—Zimmerman, Geraghty, Hock, Boylan, Eichner, Schmidt, Germershausen, Owings, Fankhanel. Train Earnings Department—Cobb, Lyons, Stephens, Cady, Lynch, Hooper, Seems, Jeffries, Alrich, Phillips.

Auditor of Revenue—Miscellaneous Division

Correspondent, MISS REBA BARON

The friends and associates of C. H. Hann were saddend by news of his death on April 30.

Mr. Hann had been absent from duty only eight days and his death was a great shock. He had been in the service for over ten years and had made numerous friends in the Building, who will greatly miss him.

His fellow employes extend their sympathy to his wife and parents.

New York Terminal

Correspondent, FRED. B. KOHLER, *Clerk*
Pier 22

Divisional Safety Committee

W. B. BIGGS.....Chairman, Assistant Terminal Agent
J. J. BAYER.....Freight Agent, Pier 22, N. R.
J. T. GORMAN.....Freight Agent, Pier 21, E. R.
T. F. GORMAN.....Freight Agent, 26th Street
V. R. CHERNEY.....Freight Agent, Pier 7, N. R.
A. L. MICHELSON.....Freight Agent, St. George Lighterage
F. W. NOLAN.....Freight Agent, St. George Transfer
H. R. TAIT.....Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

PERMANENT

E. A. ENGLISH.....Marine Supervisor, Chairman
E. J. KELLY.....Assistant Marine Supervisor, Vice-Chairman
E. SALISBURY.....Lighterage Supervisor

ROTATING MEMBERS (appointed for three months)

C. H. KEARNEY.....Tugboat Captain
W. CORNELL.....Tugboat Engineer
W. MEADE.....Tugboat Fireman
M. Y. GROFF.....Lighterage Runner
E. SODEBERG.....Barge Captain
OTTO OLSEN.....Gas Hoist Captain
H. PETERSON.....Steam Hoist Captain
J. HALL.....Steam Hoist Engineer
WALTER KELLY.....Deckhand



"A. M." TRYING HIS HAND AT DICTATION:

"Referring to your favor—er—er—beg to advise—er—er—"
Attention is called to "A's" chest

The employes of the New York properties want to take this opportunity to thank the management for the lecture and motion picture play given at Pier 22 on April 12. E. R. Scoville, chief of the Safety First Bureau, told of the work the Company is doing in educating employes in safe methods and the Safety picture, "The House That Jack Built," and other movies were shown. There were about 125 employes, clerks and dock employes, present, and every man left feeling a renewed interest in the vital subject of Safety.

B. Schuler, westbound rate clerk at Pier 22, has entered the state of matrimony. He looks very happy, and has the hearty congratulations of his fellow employes.

The lesson to employes, regarding safety, contained in the motion picture "The House that Jack Built," must perforce carry home the message and lesson it is intended to convey better than would a lecture or pamphlet. A picture speaks in all tongues, and there were many languages and dialects represented in the crowd that was entertained in our heated fruit-room at the end of Pier 22, on the evening of April 12.

A picture also has the advantage of presenting ready-made to a mind deficient in imagination something that it could not construct.

The show was thoroughly enjoyed by an audience of about 200. The attendance would have been much larger if the hour had been earlier than 8 p. m., as most of the employes live at a distance that would not allow them to go home for supper and return in time.

We who had the opportunity of attending wish to thank the management.

Fred Pysner, known as the "Pride of Park Ridge," N. J., is contemplating moving to Tarrytown, N. Y., in order to execute commissions and do shopping for his intended mother-in-law, who lives there. Fred runs up to Tarrytown every Saturday night now, and carries a bag (contents unknown).

Frank Santagata, before mentioned in this MAGAZINE, admits that his full name is Diminuto Carminio Francisco Santagata. There is both truth and poetry in this, shall we say, NAME.

Staten Island Rapid Transit Railway Company

Correspondent, R. GROELING, *Chief Clerk*
Clifton, S. I.

Divisional Safety Committee

H. R. HANLIN	Chairman, Superintendent
B. F. KELLY	Vice-Chairman, Trainmaster
S. A. TURVEY	Secretary, Trainmaster's and Marine Clerk
H. W. ORDEMAN	Division Engineer
W. A. DEEMS	Master Mechanic
A. J. CONLEY	Road Foreman of Engines
DR. DEREVERE	Medical Examiner
J. B. SHARP	Agent, St. George Coal Piers
F. W. NOLAN	Agent, St. George Transfer
P. A. WITHERSPOON	Track Supervisor
W. L. DRYDEN	Signal Supervisor
J. F. MCGOWAN	Division Operator
W. E. CONNELL	Supervisor of Crossing Watchmen
F. PETERSON	Division Agent
R. F. FARLOW	Master Carpenter

ROTATING MEMBERS

J. P. MILLER	Towerman
T. F. BRENNEN	Conductor
G. MCKINNON	Machinist
HARRY BARRY	Foreman Painter
A. L. CUMMISKEY	Car Inspector
ALVIN RAUSCHER	Transitman
G. HARTMAN	Engineer
A. NICHOLS	Fireman
JOSEPH MCDONALD	Signal Repairman
H. OWENS	Trainman
B. F. WINANT	Agent, Port Richmond
G. B. STANSBURY	Investigator, Representing Track Dep't



CAN NOT SOME GENIUS INVENT A WAIST LINE WITH SOME STAYING QUALITIES—

One that will stay put? As it is, we girls have an awful time adjusting it



ENGINE No. 29 AND—

From left to right—Trainman JOSEPH ROMER, Freight Clerk HENRY KOENIG, Car Locator JOHN J. TOBIN, Engineer JERRY O'BRIEN, Clerk JOHN COPELAND and Float Clerk MICHAEL COX

On April 1 Reinhard Groeling was appointed division accountant of the Staten Island Lines, with offices in the Crabtree Building, St. George.

Mr. Groeling was formerly chief clerk in the mechanical department at Clifton, a position which he held for ten years. He entered the employ of the Staten Island Lines on March 27, 1902, as clerk to the storekeeper. In July, 1904, he was promoted to clerk in the vice-president's office, and in October, 1905, was made secretary to the general traffic agent, a position which he held until March, 1906, when he was made chief clerk in the Mechanical Department.

Mr. Groeling's promotion is well merited and the good wishes of his many friends are extended.

W. J. McNeill, formerly C. T. accountant in the general manager's office, has been made chief clerk to the division accountant.

R. E. Guth, recently secretary to the division engineer, has been promoted to secretary to the trainmaster.

E. W. Wennstrom, recently stenographer and clerk in the Stores Department, has been promoted to the position of secretary to the division engineer.

The new division accountant has taken two good boys away from the superintendent's office—C. P. Phipps and C. H. Anderson. We won't be hearing of that "Southern town" of Phipps' any more. C. A. Wilson has been promoted to fill Mr. Anderson's position.

W. L. McLoughlin, who began his career with this Company at Locust Point, and later came to New York as stenographer in the Lighterage Department, is now secretary to the superintendent. We wish you all kinds of luck in your new job, old boy.

J. V. Costello is a newcomer with us. He is stenographer in the superintendent's office, and sure is making good. Keep it up.

We wonder why all the boys hang around George Cobb when he is at the Club?

T. J. O. is beginning to feel natural, now that the winter has gone.

F. G. N. had better keep away from the Crabtree Building.

Philadelphia Division

Correspondent, J. C. RICHARDSON, *Chief Clerk*

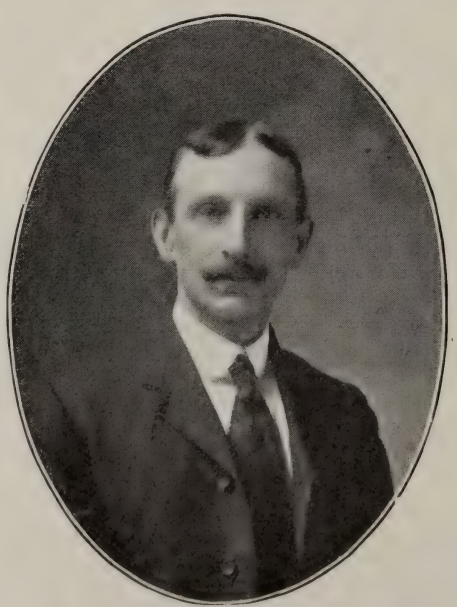
Divisional Safety Committee

S. T. CANTRELL.....Chairman, Superintendent
W. T. R. HODDINOTT.....Vice-Chairman, Trainmaster
G. F. EBERLY.....Division Engineer
J. P. HINES.....Master Mechanic
H. K. HARTMAN.....Chief Train Dispatcher
J. E. SENTMAN.....Road Foreman of Engines
F. J. YOUNG.....Captain of Police
T. B. FRANKLIN.....Terminal Agent
F. H. LAMB.....Division Claim Agent
DR. C. W. PENCE.....Medical Examiner
B. S. DANIELS.....Road Engineer
HOOD SIMPSON.....Road Fireman
W. T. MARVEL.....Road Conductor
J. C. WILLIAMS.....Yard Conductor
W. A. TANGYE.....Coppersmith, Shopman
EDWARD MARKER.....Car Builder, Repair Yardman
R. C. ACTON.....Secretary

Philadelphia Ticket Office

On April 23 our new passenger and ticket office, in the Liberty Building, 1341 Chestnut Street, Philadelphia, was opened and the office at 834 Chestnut Street discontinued.

Our first Philadelphia ticket office was opened shortly after the Baltimore and Ohio entered Philadelphia, in the old Girard House 833 Chestnut Street. This office was occupied until the evening of December 31, 1898, when it was discontinued. On January 2, 1899, the new



E. A. SANDS, DIVISION ACCOUNTANT
Member of the Philadelphia Division Athletic Committee

office, in the Continental Hotel, was opened, and was occupied until the recent change.

Our first district passenger agent in Philadelphia was an Englishman, Captain C. R. V. MacKenzie, who was a friend of several former officials of our road, including Messrs. Garrett and C. K. Lord. Captain MacKenzie remained until the spring of 1892, when he was suceeded by James Potter. Mr. Potter resigned on December 1, 1899, to enter the newspaper business, becoming business and advertising manager of the Philadelphia *Evening Telegram*. His place was taken by Bernard Ashby, who remained until the end of 1915. He was succeeded by R. C. Haase, the present district passenger agent.

The Continental Hotel, in which the old office was located, was at one time considered the finest hotel in the United States. Nearly every prominent traveler who visited Philadelphia, including nearly all the Presidents of the United States and the Prince of Wales, stopped there.

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office*, Camden Station

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
R. A. Grammes....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Brunswick
G. H. Winslow.....Secretary, Washington

Relief Department

E. H. Mathers, M. D...Medical Examiner, Camden Station
J. A. Robb, M. D.....Medical Examiner, Washington
J. F. Ward, M. D.....Medical Examiner, Winchester

Transportation Department

R. B. Banks.....Division Claim Agent, Baltimore
J. M. Powell.....Captain of Police, Camden Station
S. A. Jordan.....Assistant Superintendent, Brunswick
C. A. Mewshaw.....Trainmaster, Camden Station
E. C. Shipley.....Road Foreman of Engines, Riverside
J. J. McCabe.Trainmaster and Road Foreman, Harrisonburg
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington
W. E. Shannon.....Agent, Brunswick
W. E. Neilson.....Agent, Camden Station
J. W. Lugenbeel.....Freight Conductor, Riverside
T. B. Stringer.....Freight Engineer, Riverside
A. B. McGiechie.....Passenger Fireman, Riverside
G. Lay.....Yard Conductor, Camden Yard

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden Station
S. C. Tanner.....Master Carpenter, Camden Station
C. A. Thompson.....Signal Supervisor, Camden Station
J. Flanagan.....General Foreman, Locust Point
C. A. Waskey.....Supervisor, Washington Junction
E. D. Calvert.....Supervisor, Winchester, Va.
R. A. Porter.....Section Foreman, Marriottsville
R. A. Leach.....Leading Carpenter, Camden Station
W. H. Hobbs.....Signal Repairman, Washington Junction

Motive Power Department

T. F. Perkinson.....Master Mechanic, Riverside
G. B. Williamson.....General Car Foreman, Baileys
T. O'Leary.....Car Foreman, Washington
L. E. Stille.....Foreman Air Brakes, Riverside
M. L. Hoffmaster.....Assistant Car Foreman, Brunswick
R. E. Sigafoose.....Clerk to General Foreman, Brunswick
T. Shakespeare.....Gang Foreman, Locust Point
J. G. Dahlem.....Clerk to Car Foreman, Baileys

There will be a flag raising in the Locust Point yards at four o'clock on the afternoon of May 30 (Memorial Day). A garden has been started near the yard office and over it will float Old Glory.

The Mount Clare band will play and there will be several speakers, all of whom spoke at the flag raising at Locust Point in the stirring days of 1898. Among them will be the Rev. J. Wynne Jones, pastor of the Highlandtown Presbyterian Church, State's Attorney Broening, E. B. Bailey, of Washington, former secretary of the Riverside Y. M. C. A., and engineer W. A. Cox. Thomas McNulty will sing "The Star Spangled Banner." Miss Dorris N. Harne, whose mother unfurled the flag in 1898, will perform the same ceremony this year. All employes are invited to attend.

Washington Terminal

Correspondent, G. H. Winslow, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. Winslow.....Chairman, Secretary, Y. M. C. A.
Dr. P. H. Steltz.....Medical Examiner, Sanitary Inspector

Motive Power Department

G. W. Kiehm.....Air Brake Supervisor
W. M. Grant.....Boiler Foreman
H. A. Bright.....Gang Leader
C. J. Ayers.....Gang Leader
A. F. Kreglow.....Storekeeper
T. E. Croson.....Yard Engine Dispatcher
N. Tippet.....Foreman, Car Shop
H. A. Barefield.....Assistant Foreman
A. A. Pace.....Foreman, Station
G. F. Mergell.....Foreman of Electricians
J. J. Desmond.....Gang Leader
G. Valentine.....Yard Engine Dispatcher
B. Howard.....Assistant Foreman
R. Hendrich.....Foreman, Station

Transportation Department

J. McCauley.....Assistant Yardmaster
L. T. Keane.....Conductor
E. M. Farmer.....Conductor

Maintenance of Way Department

W. M. Cardwell.....Master Carpenter
F. W. Hodges.....Foreman, Carpenter Shop
H. L. Bell.....Foreman, Carpenter Shop
A. M. Brady.....Track Foreman
J. T. Umbaugh.....Track Foreman
P. C. Richman.....Signal Maintainer
H. R. Callahan.....Signal Foreman

Nearly three hundred persons attended the entertainment which was given in the association rooms on April 11. An interesting and edifying program was rendered by Mrs. Evelyn Gurley-Kane and the Terminal Railroad Y. M. C. A. Orchestra, C. W. Guest, director. Mrs. Kane read Justin McCarthy's play "If I Were King." It was a new departure for us in the way of entertainment and was much appreciated by the audience.

We extend our heartiest congratulations to two of our members who have moved up another rung on the ladder of success. T. M. Thompson, formerly secretary to the superintendent of the Washington Terminal Company, has accepted a position of responsibility with the Baltimore and Ohio Railroad Company,

in the office of the traffic vice-president. Mr. Thompson, through hard work and fidelity, has climbed from a lowly position to one of trust and responsibility and we wish him great success in his new field.

The other member to whom we extend our good wishes is J. A. Shanahan, who has recently been promoted from hostler to engine dispatcher. This promotion also is the result of long and faithful service with the Washington Terminal Company.

It gives us great pleasure to say that our members are among those in the front rank of the men who give themselves to their country in this time of war, when strong, sturdy and loyal men are needed. Among the latest to join the colors are P. J. Carr, who has entered the aviation section of the Officers' Reserve Corps, and Joseph F. Crowley, who has enlisted as a yeoman in the Navy. We know that these men will give a good account of themselves.

The Terminal Railroad Y. M. C. A. Baseball League has opened its season. A forty-eight game schedule in two sections has been agreed upon. Present indications are favorable for a good season. The athletic field and tennis courts will be put in the best possible condition.

The ten game bowling tournament, which was held from March 19 to 31 inclusive, was productive of much friendly competition among the men. The results were something of a surprise. Edward Weiss got first place by knocking down 1,156 pins, "Ben" Williamson was second with a score of 1,143, and J. P. Mulroe third, having spilled 1,141 of the maple sticks. The men received prizes. Twenty-six men competed.

The second round of the billiard tournament was completed when Frank Stanley defeated R. A. Dabney 100—47. Drawings for the third round resulted in the following pairings; Stanley *vs.* Fonda, Smith *vs.* Canning.

The following team has been entered in the Duck Pin Bowling Tournament held under the auspices of the Washington City Duck Pin Association, beginning April 30: C. L. Williams, W. F. Graves, W. A. Strieter, P. W. Trotter, Frank Stanley and J. P. Mulroe.

Thomas Franklin Foltz, electrical engineer of the Washington Terminal Company and chairman of our physical department committee, has resigned to accept a position as mechanical engineer in the State Department of Labor and Industry at Harrisburg, Pa. While we deeply regret the loss of a good friend and fellow-worker we are glad that he is making such fine progress in his profession.

Mount Clare Shops

Correspondent, W. L. MORGAN, *Secretary to Superintendent*

Divisional Safety Committee

L. FINEGAN.....Chairman, Superintendent of Shops
J. McDONOUGH.....Vice-Chairman, Ass't Sup't of Shops
W. L. MORGAN.....Secretary, Sec'y to Sup't of Shops



GRACE GILLIS

H. A. BEAUMONT.....General Car Foreman
J. HOWE.....General Foreman
G. H. KAPINOS.....Supervisor of Shop Machinery and Tools
A. E. BOBBETT.....Shop Hand, Erecting Shop
B. F. WEBER.....Boilermaker, Boiler Shop
WILFORD DAVIS.....Machinist, No. 1 Machine Shop
E. C. RILAND.....Machinist, No. 2 Machine Shop
C. N. SOUTHCOMB.....Tinner, Tin and Pipe Shop
M. GAHAN.....Coremaker, Foundries and Re-rolling Mill
S. ROMANOV...Blacksmith, Blacksmith Shop and Flue Plant
W. SCHMOLL.....Machine Operator, Bolt and Forge Shop
F. C. WOOD.....Machinist, Air Brake Shop
C. W. HOKE.....Pattern Maker, Pattern Shop
A. G. RIGGINS....Machine Operator Helper, Steel Car Plant and No. 3 Machine Shop
C. W. ARMIGER.....Tender Repairman, Tender and Tender Paint Shops
M. KELLY.....Machine Operator, Axle Shop and Power Plant
THOS. P. GRIFFIN.....Assistant Foreman, Freight Car Track
A. R. KING.....Passenger Car Builder, Passenger Car Erecting Shop
J. E. TATUM.....Pipe Fitter, Passenger Car Paint, Finishing and Upholstering Shops
CHAS. WILHELM.....Mill Machine Hand, Saw Mill and Cabinet Shops
H. LAUMAN.....Shipping Clerk, Storehouse

The Mount Clare employes have had the honor of raising "Old Glory" on six memorable occasions recently. The wonderful patriotic spirit manifested by all those attending these affairs and the large crowds present, are evidences of the great loyalty of our men to their country and to the nation's head.

On Monday noon, April 2, a great demonstration of patriotism was given by the employes of the pipe, tin, tender and tender paint shops. The Mount Clare band started the ceremonies in its usual delightful manner. The invocation was pronounced by T. E. Stacy, of the Baltimore and Ohio Y. M. C. A., and after a few introductory remarks by A. Gillis, foreman of the pipe and tin shop, John Hair gave a very interesting talk on "Our Flag." "To the Colors" was then sounded by Mr. Stacy on the cornet, whereupon the band struck up the "Star Spangled Banner" and "Old Glory" was unfurled, amid cheers and a volley fired by a squad of the Boys' Brigade, led by Captain Miles. The Baltimore and Ohio Glee Club then sang. The accompanying picture is of little Grace Gillis, the daughter of foreman Gillis, who acted as sponsor to the flag.

The employes of the erecting shop at Mount Clare held a flag raising on Saturday afternoon, April 21, which was well attended. Quite a number of distinguished speakers graced the occasion, including the Honorable James H. Preston, Mayor of Baltimore, Robert E. Lee, a city official, and J. O'Hara, city councilman. The boys from St. Mary's Academy furnished the music for the occasion, and they deserve a great deal of credit for their part of the program. The committee in charge of the affair are to be complimented for the manner in which the affair was conducted. The decorations for the occasion were very attractive. The addresses were more than enjoyed by those present, and the patriotic spirit of the employes was manifested in many ways.

The employes of the stores department at Mount Clare held a flag raising on April 16. It was largely attended, and was an impressive affair. Good taste was displayed in the matter of decorations, and the committee in charge deserve much credit for the affair. The program follows:

Selection by Mount Clare band, "On the Square;" invocation, the Rev. Wagner; introductory address, J. R. Orndorff; address, Col. J. H. Cudlipp; cornet solo, "National Airs," Miss Helena Peat; address, J. R. Orndorff; cornet solo, "The Rosary," Edward McCarthy; address, "Our Country," the Rev. Wagner; vocal solo, "The Stars and Stripes is his Emblem," Miss Laura C. Hall; selection by Mount Clare band, "The Star Spangled Banner."

The flag was unfurled by Miss Frances Elizabeth Johnson, daughter of F. E. Johnson, storekeeper.

Effective April 16 W. A. Whalen was promoted to the position of chief clerk in the office of the superintendent of shops, vice J. E. Webb, assigned to other duties. C. W. Serp was also transferred from the office of the general master mechanic, to fill the position of assistant to Mr. Whalen.



ENTHUSIASTIC EMPLOYES GATHERED BEFORE TIN SHOP AT MOUNT CLARE TO SEE "OLD GLORY" HOISTED TO THE BREEZE

On Saturday afternoon, April 7, a memorable flag raising was held by employes of the freight car track at Mount Clare. A parade was formed at the Arlington Avenue entrance. Among those in line were the St. Mary's Academy band, the Mount Clare band, officials of the Company, and numbers of representatives from the various departments at Mount Clare. The flag raising was held at the Poppleton Street entrance. A number of good talks were given and several patriotic selections played by the bands. The affair was a most enjoyable one.

The employes of No. 3 machine shop, the steel car plant and the blue print room in that shop, are to be congratulated on their patriotic demonstration held during noon hour, April 13. "Fred" Scott was master of ceremonies and W. F. Fox, of this city, gave a short talk on patriotism. Mrs. Lawrence Street and Miss Ida Lynch sang solos, which were much enjoyed. The affair was very impressive and most enjoyable.

The employes of the office building at Mount Clare held a flag raising at noon, April 21, "Old Glory" being unfurled over the office of superintendent of shops Finegan. The program follows:

Invocation, the Rev. Paul B. Watlington; selection by Mount Clare band, "Gate City," by A. F. Weldon; introducing speakers, W. Allman; patriotic address, Ex-Senator David E. Dick; singing by the assembly, "America;" selection by Mount Clare band, "National Defense," by J. B. Lampe; address, Lieutenant George D. Riley; raising of the "Stars and Stripes" by a detachment of Coast Artillerymen from Fort Howard, under the command of Lieutenant Riley; selection by Mount Clare band, "The Star Spangled Banner."

The committee of arrangements was composed of William N. Allman, chairman, C. E. Mitchell, J. A. Renehan, J. E. Riley, A. G. Walther, E. E. Ford and J. Schlarb. This committee should be congratulated for the excellent management of the affair, which was most successful and more than enjoyed by the large number of people attending. The addresses were particularly appropriate, well chosen and well delivered, and the occasion will long be remembered. The decorations for the occasion were especially attractive. Little Cyril Beck, son of H. T. Beck, accountant at Mount Clare, performed the ceremony of raising the "Stars and Stripes."

Effective April 16 Miss Lillian L. Gaither, formerly telephone operator in the office of the superintendent of shops, was promoted to a position in the office of F. Paullis, assistant to the superintendent of shops. Miss Gaither was succeeded by Miss Helen Davis. We were all glad to see Miss Gaither get this well deserved promotion.

Several new faces have recently been added to the force of the office of the superintendent of shops, including those of L. A. Mogart, transferred from Locust Point, C. R. Robinson and G. L. Cann.

R. J. Davis, formerly teamster foreman at Mount Clare, has left the service of the Company to enlist in the Navy as a seaman apprentice. He was succeeded by W. Walther. We were all sorry to see "Bob" leave us, but he should be commended very strongly for his patriotic action.

Effective April 1 J. Howe was appointed general foreman in charge of locomotive repairs, vice C. B. Woodworth, resigned. G. H. Kapinos has been appointed supervisor of shop machinery and tools, vice A. E. McNabb, resigned. Mr. Kapinos was succeeded as foreman of No. 1 machine shop by H. M. Haigley, formerly his assistant. E. S. Sheppard was promoted from position of foreman of steel car plant to assistant machine shop foreman of No. 1 shop. He was succeeded by E. E. Emmerich. H. L. Taylor, William Kaiser, and C. W. Broughton, gang foremen of No. 1 machine shop, also received promotions recently.

Mount Clare Welfare, Athletic and Pleasure Association

On the evening of March 26, the Mount Clare Welfare, Athletic and Pleasure Association held the final athletic carnival of its indoor season. Four hundred Baltimore and Ohio employes, together with many officials of the Company, attended. The contests were interesting and much enjoyed by the contestants and spectators. The hall was appropriately decorated with the national colors and the emblem of the association.

The evening of April 3 was ladies' night at the Mount Clare Welfare, Athletic and Pleasure Association Gymnasium. About 250 persons attended.

The basketball team journeyed to Belair on March 31 and defeated the high school of that place 38 to 28. The pass work of Kammer and Milholland was noteworthy, as was the fine defense work of Emmerich and Byrne. Ripkin played his usual good game at center. Numbers played best for the high school boys.

Baltimore and Ohio Apprentice Association

Correspondent, J. T. Talbot, *President*

To date nine of our members have gone to serve their country. Six of them have enlisted in the Navy, two in the First Regiment, M. N. G. and one in the U. S. Marine Corps. Those who have enlisted in the Navy are: E. R. Coleman, H. A. Mercer, J. E. Firoved, W. E. Reaney, L. C. Markland, F. G. Listman. C. E. St. E. Grice and F. N. Brown have enlisted in the First Regiment, M. N. G., and W. E. Donovan in the Marine Corps.

We have quite a number of members who have enlisted in other regiments not yet called out.

C. W. Engle has been transferred from the Riverside shops to Mt. Clare, to complete his apprenticeship.

E. Y. Johnson completed his apprenticeship on April 25 and is now working in the passenger roundhouse at Riverside. We all feel sure that he will soon be in the supervision force, as he is a bright young man.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
Thomas R. Rees, *Secretary to Superintendent*
W. C. Montignani, *Secretary, Y. M. C. A.*
C. L. Kalbaugh, *Chief Clerk to Master Mechanic*

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
J. W. Deneen.....Vice-Chairman, Asst. Supt., East End
T. R. Rees.....Secretary
E. P. Welshonce.....Trainmaster, West End
E. C. Groves.....Trainmaster, East End
L. J. Wilmoth.....Road Foreman, East End
M. A. Carney.....Road Foreman, West End
F. F. Hanley.....Division Engineer
T. R. Stewart.....Master Mechanic
R. B. Stout.....Assistant Master Mechanic
E. C. Drawbaugh.....Division Operator
Dr. J. A. Dorner.....Medical Examiner
Dr. F. H. D. Biser.....Medical Examiner
Dr. L. D. Norris.....Medical Examiner
G. R. Bramble.....Freight Agent
W. D. Strouse.....Joint Agent
E. E. Dean.....Car Foreman, East End
W. T. Davis.....Car Foreman, West End
F. L. Leyh.....Storekeeper
W. M. Hinkey.....Storekeeper
W. S. Harig.....Division Claim Agent
J. Z. Terrell.....Freight and Ticket Agent
I. S. Sponseller.....General Supervisor
H. D. Schmidt.....Captain of Police
F. A. Taylor.....Master Carpenter
W. L. Stevens.....Shop Clerk
W. C. Montignani..Secretary, Balto. and Ohio Y. M. C. A.
A. L. Brown....Assistant Master Mechanic, Keyser, W. Va.

Rotating Members

J. R. Reckley.....Freight Engineer
O. E. Pace.....Freight Fireman
J. W. McMackin.....Freight Conductor
H. H. Barley.....Yard Brakeman
J. G. Defibaugh.....Machinist
R. L. Fields.....Car Inspector
J. C. Snyder.....Operator

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GRIFFIN A. MCGINN.....Chief Clerk to Superintendent

VICE-PRESIDENTS

F. F. HANLEY.....Division Engineer
R. B. STOUT.....Master Mechanic
E. C. DRAWBAUGH.....Division Operator
D. H. STREET.....Division Freight Agent
W. H. LINN.....General Yardmaster

TREASURER

G. R. BRAMBLE.....Freight Agent

SECRETARY

T. F. SHAFFER.....Chief Clerk to Division Engineer

C. F. Filler, chief clerk in our storekeeper's office for several years, has been transferred to the Staten Island storekeeper's office, as chief clerk. "Cal" is a fine fellow, and although we hate to see him leave us, we are glad that he has received a well merited promotion. Our loss is Staten Island's gain.

Keyser

On the evening of April 19 the largest excursion that ever left Keyser went to Cumberland to attend the services in the Stephens Tabernacle. About a thousand Keyserites made the trip and that they were well satisfied with Baltimore and Ohio service is attested by the following letter of appreciation from the excursion committee, published in the *Mineral Daily News*, of Keyser:

An Appreciation

We, the undersigned, in our representative capacity in connection with the excursion to Cumberland last evening, for the purpose of attending services at the Stephens Tabernacle, desire hereby to convey the hearty appreciation of the very large crowd that went to Cumberland to Mr. J. Z. Terrell, agent of the Baltimore and Ohio at Keyser, and his assistants, and to the management for the highly satisfactory and efficient manner in which the excursion was conducted, especially for the ample equipment provided and the courteous attention accorded the people of Keyser for their comfort.

REV. H. V. GIVLER,
REV. G. G. MARTIN,
REV. W. A. WILT,
REV. A. N. PERRYMAN,
OSCAR COSNER,
H. S. THOMPSON,
W. A. REED.

An illustrated lecture on the National Capital was given in the Keyser High School Auditorium on the evening of April 20 by W. H. Foust, our traveling passenger agent at Pittsburgh, assisted by C. W. Allen, our traveling passenger agent at Baltimore. The speakers told of the history and beauties of the capital and the patriotic significance of its historic spots.

An important part of the work of winning the war will be done by amateur farmers and gardeners—for feeding the fighting men of the Allies is almost as important as fighting ourselves. Keyser is right up to the minute in this work, and more gardens are being planted than ever before.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Born to Mr. and Mrs. H. C. Butts, a son. Mr. Butts is a member of our car yard force.

H. C. McDaniel is the proud father of a fine baby boy.

Miss Grace R. Butler and Henry R. Coleman were recently married in the bride's home in this city. Mr. Coleman is a Baltimore and Ohio foreman and a fine young fellow. His many friends among his fellow employes are congratulating him and his charming bride. The young couple will make their home in Cumberland.

Miss Nellie Ray Harman, a daughter of conductor L. W. Harman, and David William Fockler were recently married in the home of the bride, in Cumberland. Mr. Fockler is a clerk in the service of our Company. After an extended honeymoon they will make their home in Cumberland.

William P. Williams, one of our best known trainmen, died on April 10. He had been in the service of the Company for many years and enjoyed the full confidence of his superior officers and of his fellow employes. The funeral services, which were attended by many of his fellow workers, were held at his late home on April 12. Mr. Williams is survived by a widow and two sons.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*, Grafton
R. F. HANEY, *Conductor*, Weston
C. F. SCHRODER, *Operator*, Grafton
J. LYNCH, *Car Inspector*, Fairmont

Divisional Safety Committee

J. M. SCOTT.....Chairman, Superintendent, Grafton, W. Va.
E. D. GRIFFIN.....Trainmaster, Grafton, W. Va.
J. A. ANDERSON.....Master Mechanic, Grafton, W. Va.
W. I. ROWLAND.....Road Foreman, Grafton, W. Va.
J. F. EBERLY.....Division Engineer, Grafton, W. Va.
H. L. MILLER.....Car Foreman, Grafton, W. Va.
J. O. MARTIN.....Division Claim Agent, Clarksburg, W. Va.
DR. C. A. SINSEL.....Medical Examiner, Grafton, W. Va.
P. B. PHINNEY.....Agent, Grafton, W. Va.
J. D. ANTHONY.....Agent, Fairmont, W. Va.
S. H. WELLS.....Agent, Clarksburg, W. Va.
R. L. SCHILL.....Agent, Weston, W. Va.
E. J. HOOVER.....Agent, Buckhannon, W. Va.
F. W. TUTT.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.

ROTATING MEMBERS

L. W. GRAPES.....Fireman, Fairmont, W. Va.
D. R. RIDENOUR.....Machinist, Grafton, W. Va.
J. PICKENS.....Brakeman, Grafton, W. Va.
A. L. LUNSFORD.....Engineer, Weston, W. Va.
G. W. BINNIX.....Car Inspector, Fairmont, W. Va.
J. W. HOSTLER.....Engineer, Grafton, W. Va.
W. P. KINCAID.....Locomotive Inspector, Fairmont, W. Va.

There have recently been a number of changes in our office force. F. J. Patton, the chief clerk to the superintendent, one of the most popular and well known men on the division, has decided to sever his connection with this Company and take a shot at the coal business. "Shorty" is one of the organizers of the Pansy Coal Co. and also the Paleb Coal Co., operating in this district. He expects to contribute extensively to the war loan after being in business for a couple of weeks. Good luck to you, "Shorty." We are sorry to see you go, but are not worrying as to your success. C. L. Ford, chief clerk to the division engineer, has been selected to fill Mr. Patton's position. Mr. Ford is a hardworking man and success is sure to crown his efforts, as he is universally liked by all employes. F. Warder Tutt, motive power accountant, succeeds Mr. Ford. Mr. Tutt is very deserving of the promotion.

Blair Mugler has been promoted from index clerk to trace clerk, vice James Burns, Jr.

Gail Fishback has been made general car distributer. Bee Skinner, day car distributer; L. J. Miller, night car distributer and Fred White, clerk.

Miss Helen Colburn, one of the popular stenographers in the division engineer's office, recently spent a few days sight-seeing in Pittsburgh.

Miss Katie Tucker has been added to the office force of the master mechanic, vice J. Keetch, who has been transferred to the Cumberland Division.

Dorsey Fast, one of the division freight agent's force, and a member of Company E, First Infantry, National Guard of West Virginia, has gone to a mobilization camp to do his part in fighting for the Stars and Stripes.

C. M. Stubbins, who has for the last twelve years been connected with the car distributer's office, has resigned to accept a position as a traveling salesman for the Diamond Match Company, of Chicago. He is succeeded by J. T. Burns, Jr.

Amid the shrieks of the engine and shop whistles Baltimore and Ohio shopmen, headed by master mechanic J. A. Anderson, raised Old Glory over our yards. Sparkling and patriotic speeches were made by Mr. Anderson, M. K. Barnum, assistant to vice-president Davis, and attorney Frederick Martin. The names of the subscribers to the flag fund were signed to a patriotic pledge and placed in the base of the flag staff. The men pledged themselves to keep the Stars and Stripes flying and to follow and protect it wherever it goes.

The marriage of Monongah Division train dispatcher J. T. Dorsey to Miss Bernadine Shilling, of Baltimore, on April 18, has been announced.

This happy event clears the decks of the Monongah Division headquarters of eligibles for "Mr. Cupid." No more available bachelors. This speaks well for the gallantry of the Monongah Division men.



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For further particulars address

Robert M. Van Sant, Advertising Manager

Mount Royal Station Baltimore, Md.

Wheeling Division

Correspondents

M. J. Sauter, *Office of Superintendent*
D. F. Allread, *Agent*, Folsom, W. Va.

Divisional Safety Committee

W. M. Haver.....Chairman, Superintendent
E. H. Barnhart.....Division Engineer
A. L. Brown.....Master Mechanic
W. F. Ross.....Road Foreman of Engines
W. Beverly.....Terminal Trainmaster
J. A. Fleming.....Agent, Wheeling, W. Va.
Dr. J. E. Hurley.....Medical Examiner
M. C. Smith.....Claim Agent
C. E. Burgey.....Freight Engineer
C. Hollingsworth.....Freight Fireman
W. P. Stewart.....Freight Conductor
H. B. Welch.....Painter
W. R. Blandford.....Machinist
J. W. Gear.....Machinist

Assistant division engineer W. B. Wills is the proud father of an eight-pound girl.

Candidates for baseball teams are being lined up and practice will be started in the near future. There will be two teams at Benwood and one each at Wheeling and Holloway. The Wheeling team will probably have their headquarters at Tunnel Green, where extensive improvements are contemplated.

Effective April 1 W. M. Haver was appointed superintendent of the Wheeling Division. Before his appointment as assistant superintendent of the Pittsburgh Division Mr. Haver held the position of terminal trainmaster in charge of Wheeling Terminals. His return to the division as superintendent is heartily welcomed by all employes.

The employes at Wheeling, by voluntary contribution, purchased a large American flag which is now proudly waving over the Wheeling passenger station.

Brakeman N. Thomas, who had previously served on the Mexican border from June, 1916, to February 24, 1917, has rejoined Company K, second West Virginia National Guard.

Dispatcher J. E. Rickey is enjoying a brief vacation in the forests of Canada.

We are getting organized to give old Mr. High Cost of Living an awful wallop. Gardens are being planted everywhere.

Why can't the Wheeling Division be represented each month in the Magazine? Surely there are things happening on our division that would make interesting reading if they were written up and sent to the Magazine. Let's all get busy and keep out of the "no news" column.

Ohio River Division

Correspondents

E. L. Sorrell, *Office of Superintendent*
R. E. Barnhart, *Office of Superintendent*
W. E. Kennedy, *Office of Superintendent*

Divisional Safety Committee

J. W. Root.....Chairman, Superintendent
C. E. Bryan.....Division Engineer
O. J. Kelly.....Master Mechanic
F. C. Moran.....Trainmaster
E. J. Langhurst.....Road Foreman of Engines
Dr. A. J. Bossyns.....Medical Examiner
W. E. Kennedy.....Division Claim Agent
E. Chapman.....Captain of Police
F. A. Carpenter.....Agent, Parkersburg
R. E. Barnhart.....Agent-Yardmaster, Huntington
H. F. Owens.....Secretary

Rotating Members (to serve three months)

B. O'Connor.....Engineer
W. Boyles.....Fireman
T. C. Hogan.....Conductor
L. H. Tracy.....Brakeman
J. L. Davis.....Car Department
J. R. Fowler.....Locomotive Department
L. A. Costello.....Stores Department

Cleveland Division

Correspondent, F. P. Neu, *Secretary to Superintendent*

Divisional Safety Committee

H. B. Green.....Superintendent
F. P. Neu.....Secretary
J. J. Powers.....Trainmaster
W. J. Head.....Trainmaster
A. R. Carver.....Division Engineer
F. W. Rhuark.....Master Mechanic
P. C. Loux.....Road Foreman of Engines
G. H. Kaiser.....Road Foreman of Engines
A. J. Bell.....Terminal Agent
Dr. R. D. Sykes.....Medical Examiner
G. J. Maisch.....Claim Agent
M. E. Tuttle.....Division Operator

Rotating Members (to serve three months)

E. J. Crampton.....Agent, Elyria
R. Blythe.....Operator, Canton
C. E. Biechler.....Section Foreman, Sterling
J. T. Sidaway.....Carpenter, Massillon
W. E. Butts.....Conductor, Lorain



FLAG RAISING AT LORAIN

A. H. Sheffield.....Engineer, Lorain
W. B. Shockcor.....Engineer, Cleveland
A. L. Ruth.....Conductor, Akron
F. J. Rericha.....Conductor, Cleveland
J. Losier.....Car Inspector, Cleveland
J. Lewis.....Pipe Shop Foreman, Lorain

On the afternoon of April 16 a flag raising was held at our Cleveland shop. The flag was purchased by the employes to show their patriotism. Before the raising of the flag a patriotic address was delivered by Mayor Davis. Members of the Fifth Regiment, O. N. G., four buglers, and a band aided in the ceremonies, and the event was capped by our most popular engineer, Harrison Lynch, driving an engine over a Presidential salute of twenty-one torpedoes.

The picture on the opposite page is of the flag raising at Lorain. This flag is the largest flying in Lorain and was also purchased by employes at that point. It was raised on April 21, amid cheers and patriotic songs, after addresses had been given by officers of the Company. It was raised by soldiers of Uncle Sam stationed at Lorain.

The raising of "Old Glory" at both places, we feel, expressed the patriotic spirit of our employes and we are sure that at other points, where an affair of this nature cannot be arranged, the same spirit prevails.

Newark Division

Correspondent, W. F. Sachs, *Chief Clerk*

Divisional Safety Committee

D. F. Stevens.....Chairman, Superintendent, Newark, O.
C. H. Titus.....Vice-Chairman, Trainmaster, Newark, O.
T. J. Daly.....Assistant Trainmaster, Newark, O.
J. Tordella.....Division Engineer, Newark, O.
Wm. Streck.....Road Foreman, Newark, O.
W. F. Moran.....Master Mechanic, Newark, O.
A. R. Claytor.....Division Claim Agent, Newark, O.
D. L. Host.....T. M. & C. T. D., Columbus, O.
C. G. Miller.....Shopman, Newark, O.
J. A. Mitchell.....Conductor, Newark, O.
W. C. Neighbarger.....Engineer, Newark, O.
J. C. McVicker.....Fireman, Newark, O.
W. F. Hall.....Car Repairman, Newark, O.
D. E. Duffy.....Blacksmith, Newark, O.
C. Rittenhouse.....Yard Conductor, Newark, O.

Ever since the war became a certainty the employes of the Baltimore and Ohio have been showing their patriotism by wearing small American flags, decorating their engines and cabooses with larger ones and taking subscriptions for the purchase of flags to fly over their offices and shops.

On the morning of April 10 K. E. Fleeter, roundhouse foreman at Chicago Junction, started to take up a collection for a flag for the roundhouse. The response was ready and generous. A flag pole forty-five feet high was erected on top of the roundhouse, the flag purchased, and arrangements made for the flag



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☐ Railway Conductor
☐ Mechanical Engineer
☐ Mechanical Draftsman
☐ Machine Shop Practice
☐ Boiler Maker or Designer
☐ Steam Engineer
☐ Steam-Electric Engineer
☐ Civil Engineer
☐ Surveying and Mapping
☐ R. R. Constructing
☐ Bridge Engineer
☐ Architect
☐ Architectural Draftsman
☐ Contractor and Builder
☐ Structural Engineer
☐ R. R. Agency Accounting
☐ R. R. Genl. Office Acc'ting
☐ Bookkeeper
☐ Stenographer and Typist
☐ Higher Accounting
☐ Mathematics
☐ Good English
☐ Salesmanship
☐ Advertising Man
☐ Civil Service
☐ Railway Mail Clerk
☐ Electrical Engineer
☐ Electrician
☐ Electric Wiring
☐ Electric Lighting
☐ Telegraph Expert
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FLAG RAISING AT NEWARK

raising. This ceremony took place the same day at noon.

The shop men, many road men and a crowd of citizens of Chicago Junction attended the ceremony. The Rev. Connel had his Boys' Band on hand. This is an organization of which Chicago Junction is proud. It consists of eighteen pieces, and all the players are boys of from ten to fifteen years of age.

At 12.20 the band played "The Star Spangled Banner" and amid the cheers of the crowd the flag was raised. The Rev. Connel made a short but inspiring speech.

On April 16 the Newark Division office employes gave vent to their patriotic feelings by holding a flag raising. The crowd present numbered about a thousand. The Newark Buckeye Band played several patriotic airs, after which eloquent addresses were delivered by superintendent Stevens and manager G. H. Mosser, of the Newark Chamber of Commerce. The accompanying picture shows "Old Glory" being raised to the top of the staff while the band played "The Star Spangled Banner" and the crowd cheered lustily.

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

O. L. Eaton	Chairman, Superintendent
C. M. Stone	Trainmaster
T. E. Miller	Master Mechanic
G. N. Cage	Road Foreman of Engines
Dr. M. H. Koehler	Medical Examiner
H. B. Pigman	Division Operator
A. P. Williams	Division Engineer
H. D. Whip	Relief Agent
C. A. Albright	Agent
E. E. McDonald	Agent
W. F. Herwick	Conductor
W. J. Dayron	Road Brakeman
O. E. Newcomer	Fireman
W. H. Metzgar	Supervisor
E. C. Lucas	Car Foreman
A. L. Friel	Shop Foreman
H. E. Cochran	Secretary

Pittsburgh Division

Correspondents

E. C. Murray, *Office of Sup't*, Pittsburgh
B. J. McQuade, *Office of Sup't*, Pittsburgh

Divisional Safety Committee

T. J. Brady	Chairman, Superintendent
T. W. Barrett	Vice-Chairman, Trainmaster
W. J. Kennedy	Secretary
C. C. Cook	Division Engineer
M. C. Thompson	Road Foreman of Engines
G. W. C. Day	Division Operator
E. J. Brennan	Superintendent of Shops
F. P. Pfahler	Master Mechanic
A. J. Weise	General Car Foreman
F. Bryne	Claim Agent
W. F. Deneke	Agent, Pittsburgh
Dr. J. P. Lawlor	Medical Examiner
R. F. Langdon	Brakeman
E. D. McCaughey	Fireman
E. P. Chenowith	Conductor
J. J. Berry	Foreman, Glenwood
J. L. Soliday	Engineer



EMPLOYES TAKING PART IN THE FLAG RAISING CEREMONIES AT CHICAGO JUNCTION

Hubert B. Smith, assistant yardmaster at Demmler, has been transferred to the American Railway Association Commission on Car Service, as an inspector. He is working in this territory and getting along nicely. We wish him all success.

The following agents have been commended by Mr. Brady for the excellent condition of their accounts and records, developed at a recent inspection: J. J. Kruper, agent at Fitz Henry; C. B. Reno, ticket agent at Allegheny; R. H. Brundage, agent at Scott Haven and C. J. Shafer, agent at Wylandville.

Keep up the good work, boys. Your splendid efforts are a reflection of the efficiency of the entire division.

The Pittsburgh Division Athletic Association is doing some splendid work along welfare lines. Several baseball teams have already been organized, and by June 15 we expect to have a team good enough to hold its own anywhere on the System. So look out!

The Glee Club is already attracting attention throughout the city, and as we have not sung a note before the public we feel that this is a good omen for our prospects in the future. Mr. Will Earhart, in charge of music in the public schools of Pittsburgh, was with us on April 12, and gave us a splendid talk. He also made some flattering remarks about our singing.

Keep your eye on the Pittsburgh Division Glee Club.

New Castle Division

Correspondent, J. J. LLOYD, *Chief Clerk to Superintendent*

Divisional Safety Committee

C. W. VANHORN.....Chairman, Superintendent
C. P. ANGELL.....Vice-Chairman, Trainmaster
D. W. CRONIN.....Division Engineer
J. J. MCGUIRE.....Master Mechanic
J. B. DAUGHERTY.....Road Foreman of Engines
JAMES AIKEN.....Agent, Youngstown, O.
W. U. CHARLTON, M. D.....Medical Examiner
C. G. OSBORNE.....Division Claim Agent
F. H. KNOX.....Agent, New Castle, Pa.
W. P. CAHILL.....Division Operator
C. H. WALDRON.....General Yardmaster
A. T. HUMBERT.....Master Carpenter

ROTATING MEMBERS (to serve three months)

E. M. MITCHELL.....Road Engineer
WM. LOGAN.....Road Fireman
G. W. SENHEISER.....Road Conductor
H. WILHIDE.....Yard Engineer
JOHN RHODES.....Yard Conductor
C. H. BARTLETT.....Boilermaker
F. P. RYAN.....Work Checker, Car Department

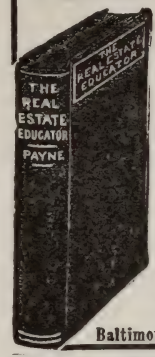
Miss Mary Johnson, of New Castle, and boilermaker R. H. Walker, of New Castle Junction shops, were married on April 11. They spent their honeymoon in Chicago and Cleveland. We wish them both great happiness.

Roundhouse foreman J. R. Kane, who was on the sick list for two weeks, has returned to work as fat as ever. He still wears his broad smile.

The new station at Mahoningtown, which will handle all New Castle passenger traffic, is nearly completed. It is planned to have a fitting opening and, in addition to a band there

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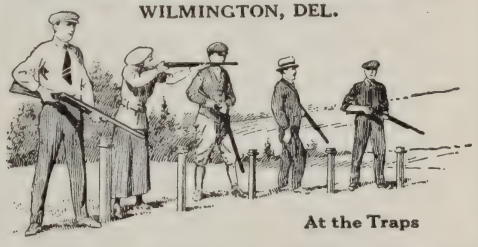
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will be several speakers, including public officials of New Castle and Mahoningtown, who will accept the new station on behalf of the people of their cities.

Word has just reached us that Benjamin F. Kaup, traveling freight agent at Youngstown for many years, died on April 15, at his home in Tiffin, Ohio.

Mr. Kaup was an old P. & W. man, well known and well liked by all who had had the good fortune to meet him. A short sketch of his life will appear in the next issue.

Chicago Division

Correspondent, P. G. Ervin, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. Jackson.....Superintendent, Chairman, Garrett, Ind.
T. J. Rogers....Trainmaster, Vice-Chairman, Garrett, Ind.
T. E. Jamison.....Trainmaster, Garrett, Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
John Tordella.....Division Engineer, Garrett, Ind.
F. N. Shultz.....Division Operator, Garrett, Ind.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
W. F. Moran.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
R. R. Jenkins.....Secretary Y. M. C. A., Chicago Jct., O.
Dr. C. W. Hedrick.....Medical Examiner, Chicago Jct., O.
Dr. F. Dorsey.....Medical Examiner, Garrett, Ind.
T. E. Spurrier.....Claim Agent, Tiffin, O.
John Draper.....Agent, Chicago, Ill.
F. W. Paden.....Agent, North Baltimore, O.
S. T. Leek.....Engineer, Garrett, Ind.
A. Dreibelbis.....Fireman, Garrett, Ind.
J. C. Williams.....Conductor, Garrett, Ind.
F. A. Kern.....Brakeman, Garrett, Ind.
E. R. Bishop.....Yard Brakeman, Chicago Jct., O.
H. H. Vanderbosch.....Machinist, Garrett, Ind.
R. Kingsbury.....Wheel Checker, Car Dept., Garrett, Ind.
C. W. Carpenter.....Boilermaker, Chicago Jct., O.
Wm. Shultz.....Pipefitter, South Chicago, Ill.

August Luke has been appointed freight and ticket agent at McCool, Indiana, vice H. B. Bonham, who has been transferred to the same position at Chicago Junction, Ohio.

F. S. France, for the last few years ticket agent at Fostoria, Ohio, has resigned, effective April 15, to accept a similar position with the New York Central Lines at Fostoria. We regret losing Mr. France, but wish him success in his new position.

L. S. Allman, relief agent, has been appointed acting agent at Chicago Junction, vice E. J. Crampton, transferred to the Cleveland Division. Mr. Allman will serve until the latter part of the month, when H. B. Bonham will take charge.

E. P. Lepper, relief agent, has been appointed acting agent at Commercial Avenue, South Chicago, vice L. D. Young, who has been transferred to Napanee.

C. H. Whiteman, former agent at Napanee, has been transferred, in the same capacity, to Albion, Indiana, in place of W. U. Holderman, who has resigned from the service. Mr. Whiteman has been in the service of the Company for the last forty years.

H. E. Ringle has been appointed acting agent at Bremen, Indiana, vice W. F. Mensel, who is on the sick list. We know that Mr. Ringle will make good.

Effective April 1 H. H. Harsh, for the last few years division engineer at Garrett, was transferred to the Pittsburgh Division, as division engineer. He is succeeded by John Tordella. Mr. Tordella was associated with us for over three years and we are glad to have him back.

On April 14 the employes of the roundhouse held a celebration, the occasion being the raising of Old Glory over the south end of the roundhouse. There were about five hundred people present and the flag was raised amid the playing of the Garrett Band and the cheers of the crowd. Flags are now flying from almost every building in the shops and from many buildings throughout the town.

W. J. Pollard, car distributer of the Chicago Division, is again on the sick list and his place is being filled by assistant chief clerk to superintendent P. G. Ervin. It is hoped that Mr. Pollard will be able to resume duty in the near future. O. V. Kincade is acting as assistant chief clerk to superintendent.

South Chicago

Correspondent, Mrs. Bertha A. Phelps
Wheelage Clerk

Cashier A. E. Pollard has been appointed chief clerk to trainmaster Huggins, vice E. E. Hunsicker, resigned to accept a position as assistant to the president and general superintendent of the Chicago Short Line Railway. Mr. Hunsicker has been with us for a good many years and through his training is well qualified for his new position. C. A. Timberlake succeeds Mr. Pollard as cashier.

Miss Florence Cameron, stenographer in general foreman Burke's office, has returned from a delightful trip to California.

Safety and Social Club News

The stag party given by the Baltimore and Ohio Safety and Social Club on the evening of March 28 proved to be a grand success.

This is the first entertainment of the Club since its recent reorganization. It was held as a get-together affair, and is a forerunner of a more elaborate social program. Our next endeavor will include the ladies—probably a dance to be held in the near future. Watch us grow!

L. R. Napierkowski, piecework inspector, has been promoted to gang foreman, vice F. P. Merton, resigned. F. J. Kroll, has been promoted to piecework inspector. L. Staszewski has also been made piecework inspector, vice S. G. Jamrock, resigned.

All of these gentlemen are members of our Club and we wish them success in their new and more responsible positions.

Chicago Terminal

Correspondent, R. G. Clark, *Assistant Abstracter*, Chicago

Divisional Safety Committee

J. L. Nichols.....Chairman, Superintendent
J. W. Dacy.....Trainmaster
C. P. Palmer.....Division Engineer
F. E. Lamphere.....Assistant Engineer
Alex. Craw.....Division Claim Agent
W. J. Wainman.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Supervisor, Chicago Division
Wm. Hogan.....Supervisor, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Road Foreman of Engines
Chas. Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
Morris Altherr.....Assistant Agent, Forest Hill
J. O. Callahan.....General Car Foreman

Rotating Members (to serve three months)

O. E. Burger.....Engine Foreman, East Chicago, Ind.
F. Foley.....Engine Foreman, Blue Island, Ill.
J. Wise.....Engine Foreman, Robey Street
John Bickel.....Engineer, Robey Street
M. J. McHugh.....Fireman, Robey Street
Thos. Kennedy.....Engineer, East Chicago, Ind.
Fred Krause.....Fireman, East Chicago, Ind.
H. J. Masse.....Machinist, East Chicago, Ind.
W. E. Lowry.....Boilermaker, East Chicago, Ind.
W. Bock.....Machinist, Robey Street
D. W. Alderman.....Car Inspector, Robey Street

C. Blough, towerman at C. G. W. Junction tower, is again under quarantine owing to the fact that his son, Harold, has contracted scarlet fever. We are sure that Mr. Blough has had more than his share of hard luck of late, and we sincerely hope for the early recovery of his son.

General freight and passenger agent P. Meininger is receiving the congratulations of his friends upon the arrival of a baby girl in his home on Easter morning.

Another man wearing a particularly broad smile these days is W. C. Oliphant, chief clerk in the Revenue Department of the auditor's office. It's a lusty ten pound boy and his name is Walter J.

Frank Corrigan, stenographer in the district engineer's office, has accepted a position as secretary to the captain of police in the Brighton Park district. He says that his friends had better not start anything now, and asks us to give especial warning to "Bill" Kinnear.

The many friends of carpenter foreman S. R. Ball will be sorry to learn that he has been confined to his home with rheumatism for some time. Mr. Ball has been in the service for twenty-six years and has a legion of friends on the System.

The management of the Athletic Association baseball team has been placed in the hands of L. H. Reinke, who knows the game from "A to Izzard" and back again. With Mr. Reinke as manager and Mr. Irish as assistant manager we may safely feel that our team has a good start toward the championship.

J. Farrell has been transferred from Lincoln Street to the district engineer's office as file clerk.

The Divisional Safety Committee is doing great work in eliminating unsafe conditions all along the line, and every employe can do his part if he will report to the proper officer any condition he does not think right. At the present time, especially, the employe who reports immediately anything out of the ordinary will not only be promoting Safety First, but will be doing a patriotic act.

The Stag given by the Athletic Association in their club rooms on April 18 was a great success. Six acts of vaudeville, plenty of eats and smokes and a lot of amateur music and singing (B. L. T. please note) combined to make the evening a "large one." T. H. Williams, acting entertainment chairman, is to be congratulated.

The National Railway Bowling Tournament was held in Chicago on April 14. The Chicago Terminal was represented by four teams—the Athletic Association team, the renowned East Chicago team, and two independent teams, the "Whales" and the "Gashousers." The final standings have not yet been published, but we feel confident that our teams will be well to the front.

It is with deep regret that we record the death of Charles Lampie, joint freight car inspector, on April 7. Mr. Lampie's service record dated from 1888, making him one of the oldest employes on the Terminal.

We are glad to announce that George Ziaski, stationary engineer at the Lincoln Street power plant, who was painfully scalded by a bursting steam pipe, is able to resume work.

Ohio Division

Correspondent, W. L. Allison, *Operator C. D. Office*, Chillicothe, Ohio

Divisional Safety Committee

A. A. Iams.....Chairman, Superintendent
R. Mallen.....Road Foreman of Engines
H. E. Greenwood.....Master Mechanic
C. H. R. Howe.....Division Engineer
T. E. Banks.....Trainmaster
Dr. F. H. Weidemann.....Medical Examiner
L. A. Pausch.....Supervisor
L. B. Manss.....Captain of Police
L. Kedash.....Road Conductor
C. Skinner.....Road Brakeman
S. B. Frost.....Road Engineer
L. W. Schaffer.....Road Fireman
H. L. Shea.....Yard Fireman
J. Shane.....Machinist
J. Rutherford.....Tank Repairman
S. Griffin.....Agent, Hillsboro

You can't keep the cat in the bag forever! We learn that Miss Leona Streitenberger, stenographer in the freight office, and "Dan" Cadden, yard fireman at Portsmouth, were married last September. Congratulations!

A large American flag will be raised on the lawn at the Chillicothe passenger station in the near future. Almost $50 has been subscribed by the shop employes toward defraying the expense of buying the flag. Work is being rushed on a 75-foot pipe pole. A patriotic demonstration is planned for the flag raising and a big time is expected.

The following operators have been appointed recently: C. R. Irvin, first trick, Portsmouth; R. K. Hall, first trick, Washington Court House; A. E. Combs, third trick, Harpers; E. E. Ray, third trick, Bloom Junction, and O. F. Dewey, night operator, Haynes.

James Hunsinger, boilermaker, and several machinists at the Chillicothe shops, have enlisted in the Navy.

The air brake instruction car in charge of Mr. Schriever is now at Chillicothe. Mr. Schriever is giving daily lectures on air brakes and train equipment of all kinds.

Work on stringing the new copper wires for the Midland and Portsmouth Branch telephone circuits has been started and should be completed in a few weeks. This will require two new wires from Chillicothe to Midland City, where it will go in simplex with some other wire to Columbus. Also two new wires from Chillicothe to Hamden and from Hamden to Portsmouth. When completed this will make one circuit from Columbus to Portsmouth. Train dispatchers Woodward, Moriarity and Neff will doubtless welcome the change from the telegraph key to the telephone.

Engineer Philip Rhulman left Parkersburg twenty-two minutes late on No. 29 on April 12, with nine cars, and arrived at Chillicothe at 1.50 p. m.—on time. He ran away from dispatcher Clyde Athey, who had to change the meeting point with No. 12 from Grosvenor to New Marshfield.



TRAIN No. 5 ARRIVING AT TONTOGANY
Photo sumbitted by Hanns Tucker

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

R. B. White	Chairman, Superintendent, Seymour, Ind.
S. U. Hooper	Trainmaster, Seymour, Ind.
J. B. Purkhiser	Trainmaster, Seymour, Ind.
H. R. Gibson	Division Engineer, Seymour, Ind.
J. E. Quigley	Master Mechanic, Seymour, Ind.
S. A. Rogers	Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy	Division Operator, Seymour, Ind.
P. T. Horan	General Foreman, Seymour, Ind.
E. Massmann	Agent, Seymour, Ind.
J. E. Sands	Agent, Louisville, Ky
J. E. O'Dom	Special Claim Agent, Cincinnati, O.

Rotating Members

L. N. Simmons	Fireman, Seymour, Ind.
A. Beck	Conductor, Seymour, Ind.
Lon Durham	Passenger Engineer, Louisville, Ky.
C. W. Kline	Track Foreman, Osgood, Ind.

C. S. Roegge, formerly clerk to the trainmaster at Seymour, has been transferred to the position of stenographer to the division accountant. Miss L. E. Brand, stenographer to the chief clerk, succeeds Mr. Roegge. E. G. Mascher, stenographer in the division engineer's office, succeeds Miss Brand. O. W. Breitfield, file clerk, succeeds Mr. Mascher. G. M. Foist succeeds Mr. Breitfield. J. McGeehee, formerly employed as stenographer to the division accountant, has been promoted to the position of stenographer to the superintendent of motive power, Cincinnati.

Effective April 16 R. P. Stanton was appointed agent at Hayden, Ind., vice G. J. Cudd, transferred.

Effective April 17 George T. Thomas was appointed agent at North Vernon, Ind., vice J. E. Hudson.

Effective April 20 S. D. Hutchinson was appointed agent at Winton Place, Ohio, vice R. P. Staton, transferred.

Cincinnati Terminal

Correspondent, Joseph Beel, *Transportation Department*

Divisional Safety Committee

T. L. Terrant	Chairman, Assistant Superintendent
J. Weidenweber	Secretary
J. H. Meyers	Trainmaster
C. H. Creager	Road Foreman of Engines
L. A. Cordie	Assistant Terminal Agent
A. J. Larrick	Car Foreman
J. A. Tschuor	General Foreman
T. Mahoney	Supervisor

Rotating Members

P. Koth	General Foreman
Geo. Schlenker	Chief Rate Clerk
A. Cayton	Yard Engineer
R. G. Von Hoene	Yardmaster
W. J. Maloney	Chief Yard Clerk
J. D. Green	Machinist

It has been noticed in the issues of the Magazine for March and April that the Baltimore and Ohio local freight office and the Cincinnati, Hamilton & Dayton local freight office at Cincinnati have been of the opinion



M. P. GAVIN

that they have star bowling teams, but the local freight office boys at Ivorydale are from the good old state of Missouri, and they desire to be shown.

If either of the above teams think that they are in line for first honors the Ivorydale boys would like to hear from them.

Illinois Division

Correspondent, C. D. Russell, *Extra Train Dispatcher*, Flora, Ill.

Divisional Safety Committee

M. H. Broughton.....Chairman, Superintendent
C. G. Stevens.....Trainmaster
K. S. Pritchett.....Trainmaster
W. F. Harris.....Master Mechanic (Sanitation)
F. Hodapp.....Road Foreman of Engines
C. E. Herth.....Division Engineer
H. E. Orr.....Master Carpenter (Sanitation)
C. S. Whitmore.....Signal Supervisor (Sanitation)
M. F. Wyatt.....Supervisor
C. H. Singer.....Freight Agent
C. S. Mitchell.....Freight Agent

Rotating Members

C. F. Baker.....Engineer
L. C. Price.....Engineer
H. N. Murray.....Conductor
S. Rittenhouse.....Brakeman
C. A. McCracken.....Machinist
F. Parrish.....Machinist's Helper
J. S. Clark.....Car Inspector
J. Thome.....Track Foreman

Toledo Division

Correspondent, H. W. Brant, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

F. B. Mitchell.....Superintendent
R. W. Brown.....Trainmaster
F. J. Parrish.....Division Engineer
I. E. Clayton.....Division Operator
Harry Driver.....Machinist
Fred Irey.....Road Engineer
F. McKillips.....Yard Conductor
P. K. Partee.....Secretary, Secretary to Superintendent

The late M. P. Gavin entered the service of the Cincinnati, Hamilton & Dayton Railway Company as a fireman in Dayton yard on May 10, 1885. He was promoted to engineer in June, 1886, and worked as engineer until March 16, 1917, when he suffered a stroke of paralysis while on engine 377. He was taken to his home, where he died that afternoon.

Engineer Gavin was a faithful employe, and we wish to express our deepest sympathy to his bereaved family.

The late C. P. Cully was born in Louisville, Ky., on January 7, 1870. He entered our service as a caller at Cincinnati in July, 1890, was transferred to fireman in freight service in June, 1891, promoted to freight engineer January 1, 1896, and promoted to passenger engineer in January, 1897. Mr. Cully worked faithfully up until about a year ago, when he became incapacitated for service. He died at his home at Elmwood Place, Ohio, on April 5. Our deepest sympathy goes out to his bereaved widow.

There was an enthusiastic and patriotic demonstration when an American flag was raised over the C. H. & D. yard offices at Lima, on April 18. Cary Doan made the presentation speech and D. W. Rice gave a brief address on "The Declaration of Independence." H. Fell expressed the spirit of loyalty of Americans



ENGINEER C. P. CULLY

FOX RAILROAD

AT OUR REGULAR RAILWAY DISCOUNT



We are making the same discount to Telegraph Operators, and to other Railway Employes, that we are offering to the various RAILWAY SYSTEMS—25% discount—with the additional concession of allowing payment to be made monthly if not convenient to pay all cash.

The price of the Fox Typewriter, with regular equipment, is $100.00, but our **Railway Discount** of 25% reduces this to $75.00.

Send any amount you can spare, from $5.00 up, as a first payment, and pay $5.00 monthly. 5% discount for all cash. If $10.00, or more, is sent with order **we will include free** a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

WHAT WE CLAIM FOR THE FOX

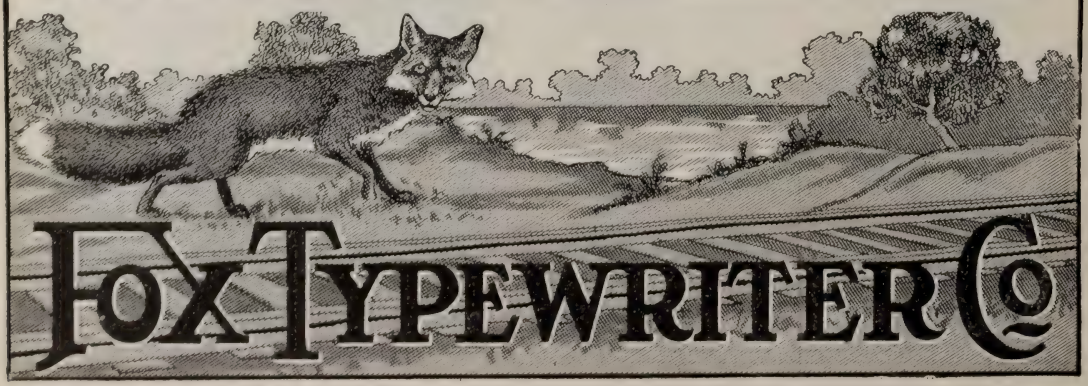
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in the Baltimore and Ohio Employes Magazine and a number of exclusive features of its own

The ordinary typewriter will not meet the requirements of the telegraph operator. Our New Fox Telegraphers' Model is a revelation in completeness, durability, ease of operation and special automatic features. It is fully Visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

The Famous Fox Telegraphers' Keyboard has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on other typewriters.

These typewriters are strictly new stock, up-to-the-minute in every detail, complete with telegraphers' keyboard, any size or style of type, shift or shiftless, rubber covers, two-color ribbons and are guaranteed for three years from date of purchase.

Please order direct from this offer, mentioning the Baltimore and Ohio Employes Magazine, and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



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Highest Quality in the World



$5.00 Monthly



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of German descent. The C. H. & D. car inspectors had charge of the demonstration.

Clarence Hiatt, tonnage clerk in the superintendent's office, has accepted a similar position with the Baltimore and Ohio at Cleveland. W. R. Sauerbrun, formerly with the Big Four, has succeeded him. M. S. Williams, Jr., formerly mail clerk in the superintendent's office, has been promoted to assistant tonnage clerk, and Harold McDermot, of Urbana, Ohio, is the new mail clerk.

Assistant superintendent E. W. Hoffman and assistant agent Scanlon have moved their forces to the new office building at Rossford.

Our deepest sympathy is extended to all the telephone poles, chickens (don't misinterpret our meaning) and anything else which may chance to grace the highway, for T. J. Regan, chief clerk to the superintendent at Dayton, is the owner of a new Dodge automobile, and is now busily engaged in mastering its intricacies. He can be seen "Dodging" around on almost any pretty day.

R. O. ("Slim") Craft and G. C. Stoecklein, of the superintendent's office, are making many a trip to Cincinnati these days, the purpose of which is as yet a mystery.

Wellston Division

Correspondent, J. M. Rowland, *Timekeeper*
Dayton, Ohio

Divisional Safety Committee

R. B. Mann.....Chairman, Superintendent
C. R. Elkins.....Trainmaster
H. G. Snyder.....Division Engineer
Geo. Carr.....Division Foreman
J. N. Ginan.....Conductor
J. T. McGee.....Engineer
M. Roach.....Car Inspector
W. A. Bean.....Machinist
H. F. Schwab.....Division Storekeeper

A new two stall addition to the present roundhouse facilities, which has been contemplated for some time, is now under construction at East Dayton Terminal. This has been made necessary by the consolidation of Perry Street yards with East Dayton, and when the new building is completed it will greatly facilitate the handling of engines at that point.

Bridge No. 36, a three span frame bent, one and a half miles east of Xenia, Ohio, was totally destroyed by fire on the night of March 31. The fire was discovered by a farmer, who flagged a four-bagger east at 5.45 a. m. The origin of the fire has not been determined.

The construction of a one car capacity track at the New Steam Plant, East Dayton, to provide means for disposing of cinders from the plant, is contemplated. In the original construction of the Steam Plant no provisions were made to take care of cinders.

Sunday passenger train service was resumed on the Wellston and Delphos Divisions on April 15. Trains on the Wellston Division are to operate between Dayton and Wellston, and on the Delphos Division between Dayton and East Mandale, stopping at intermediate points. Excursion rates will be in effect during this Sunday service.

An eighty-five pound main line crossover was removed recently at Slates Mills, combining passing track and old storage track into one long passing track.

A telephone has been installed at East Dayton so that trainmen may communicate with dispatchers and report the arrival and departure of their trains. This will greatly facilitate the handling of trains in and out of the yards.

The station at Delphos, Ohio, which was recently damaged by fire, has undergone repairs and repainting.

After twenty-six years of continuous service with our Company, H. J. Warneke, operator at Jamestown, Ohio, died on April 13. Mr. Warneke entered the service in 1891 as an operator, and served in the capacity of operator and agent at various points on this division. For about a year he was operator at Jamestown, Ohio. His long career with the Company has been a loyal and faithful one and his valuable services will be greatly missed. The Company and all the boys express their deep sympathy to his family and relatives in their great loss.

H. W. Brant has been appointed trainmaster of the Wellston and Delphos Divisions, with headquarters at Dayton. Before his appointment as trainmaster Mr. Brant, for several years, was division operator on the Toledo Division of the C. H. & D. His many friends wish him success in his new position.

J. M. Rowland, chief timekeeper of the Wellston and Delphos Divisions, resigned on April 15 to accept a position with the Mead Pulp & Paper Co., of Dayton. Mr. Rowland entered the service of the Company on October 22, 1907, and for the last five years has been chief timekeeper. His host of friends wish him success in his new work.

C. G. Ronk, assistant timekeeper, has been promoted to chief timekeeper, vice Mr. Rowland. George Keinat, clerk in the Maintenance of Way Department has been assigned to the position of assistant timekeeper.

Sandy Valley & Elkhorn Railway

Correspondent, George Dixon, *Chief Clerk*

Divisional Safety Committee

H. R. Laughlin.....Chairman
A. W. White.....Supervisor M. & W. Department
D. W. Blankenship.....Section Foreman
S. H. Johnson.....Engineer
E. E. Cassidy.....Fireman
J. M. Moore.....Conductor

BALTIMORE & OHIO



JUNE — 1917

Menefee



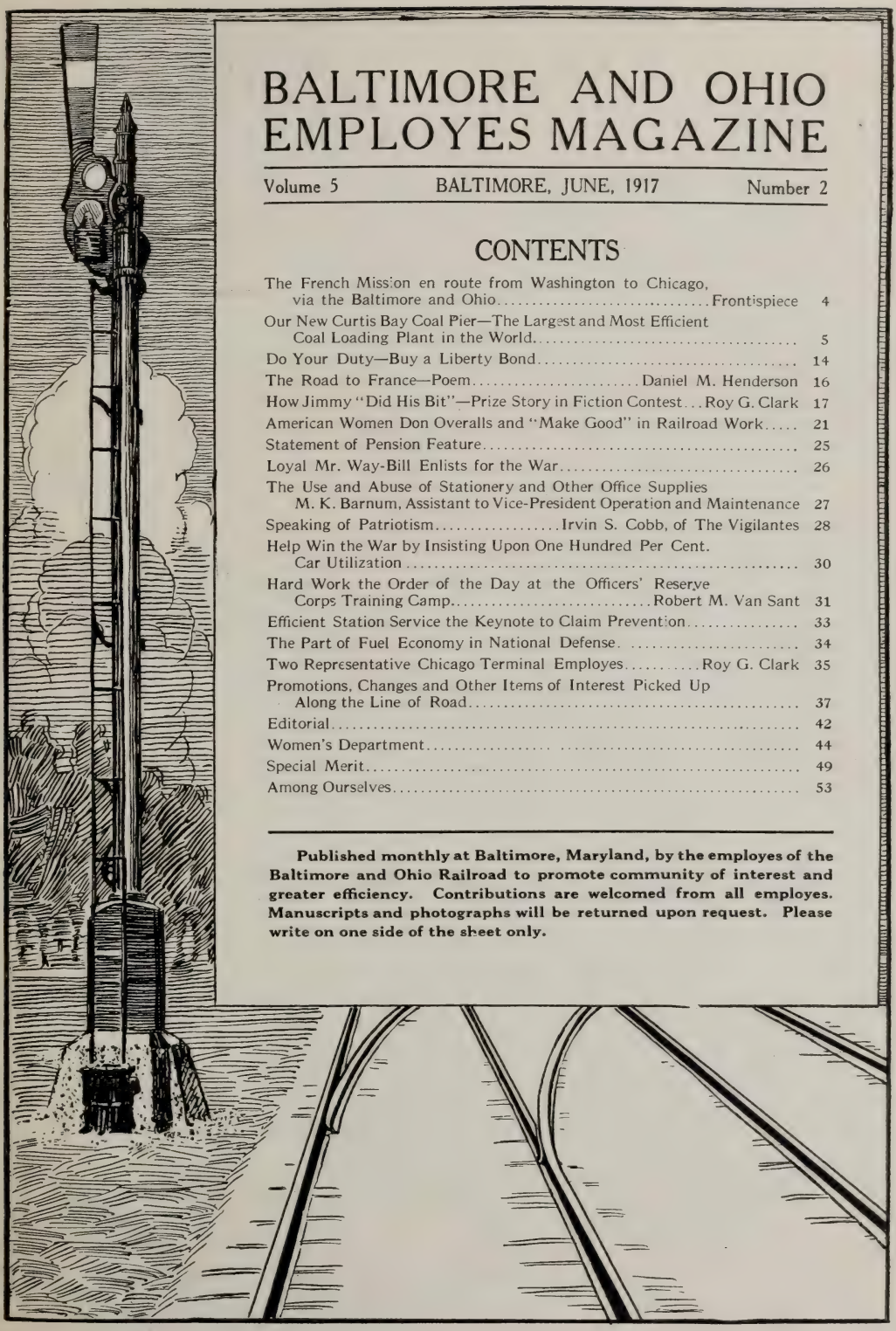
Somewhere
There is a Home For You

At some place on the Baltimore and Ohio System you have picked a spot where you wish to own a home. Probably you have even consulted a contractor as to the cost of building the kind of home you wish to own.

Possibly you have not seen your way clear to raise the money to pay for the property. Just here is where we come in. For over thirty years we have joined hands with Baltimore and Ohio employes who wished to stop paying rent and buy their homes. Our help has made it possible for thousands of Baltimore and Ohio men to carry out their plans for the purchase of property or the building of homes.

Write to Division "S" of the Baltimore and Ohio Relief Department, Baltimore, Md., and find out just how you can secure a home where you wish to live.

The Relief Department has properties at various points on the System and will be glad to sell them to employes on the monthly payment plan.



BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, JUNE, 1917 Number 2

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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.



THE FRENCH MISSION EN ROUTE FROM WASHINGTON TO CHICAGO, VIA THE BALTIMORE AND OHIO

The movement of this special train, in point of public interest, was perhaps the most important train movement in the long history of our road. From right to left those on the observation platform are: COLONEL JEAN FABRY, the "Blue Devil of France," former leader of the French Alpine troops; MARSHAL JOFFRE, the Hero of the battle of the Marne; M. VIVIANI, Premier of France, and VICE-ADMIRAL CHOCEPRET.

Our New Curtis Bay Coal Pier—The Largest and Most Efficient Coal Loading Plant in the World

ONE Saturday afternoon, not long after our new export coal pier in the Curtis Bay Terminal had been placed in service, the good ship "Malden" put into Baltimore to load a cargo of coal for Boston.

The wooden coal pier at Curtis Bay held the world's record for rapid loading, but the chief engineer of the "Malden," a Baltimorean and a family man, had been accustomed to have a few happy days at his fireside while his ship was taking on her cargo and always looked forward to that opportunity for getting reacquainted with his family. He had, from time to time, seen the giant new pier in the various stages of its construction and had heard that it would be a big improvement over the old one. But that knowledge didn't disturb his peace of mind—he was still sure of his few days at home whenever his ship loaded at Baltimore. So as soon as the "Malden" made fast to the new pier on that particular Saturday afternoon the "chief" turned his department over to his assistants, donned his shoregoing togs, remarked "see you Monday morning," and hastily departed for home and the wife and kids.

Until Sunday noon everything was lovely. Then, just as the "chief" was sitting down to a large and tender chicken with the usual garnishings and the prospect of vanilla ice cream in the near future, and the further pleasant prospect of another night at home, the telephone bell jingled. He answered the call.

"Aw, go on—you're kiddin' me," his wife heard him shout. " 'Tain't possible —what? Oh, all right, I'll be there," and he slammed down the receiver.

"The Old Man says that the ship's got her load—and her bunker coal—and that we sail in an hour. Who ever heard of such a thing—why, its magic! Next thing you know we'll be taking coal without making port at all, and a man will never get a chance to see his folks. Magic, I call it."

And magic it is—the magic of modern engineering.

It is a safe bet that the first man to discover that the hard black substance that we call coal would burn also discovered that the easiest way to get it from mine to fireplace was to let it slide down hill. Since then coal has been sliding down hill in greater and greater quantities. It has become a more and more important commodity. It furnishes the power that drives the great liners that race across the Seven Seas, and the grim dreadnaughts that guard our coasts. It is the food that gives strength to the giant locomotives that haul the commerce of the nations across the continents of the world. It puts life into machinery that accomplishes results that a few short decades ago would have been regarded as manifestations of the workings of witchcraft. It is the largest item on the revenue reports of many railroads—and a large item on the expense accounts of all railroads. But until our new coal pier was finished, one thing had not changed—coal, when-

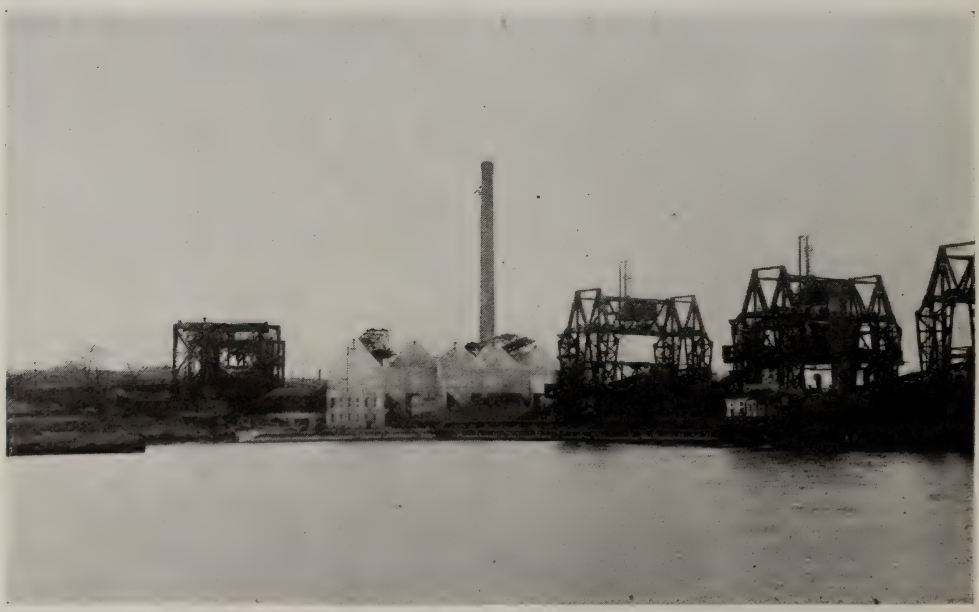
ever possible, had been allowed to move itself by sliding down hill.

This is how the change came about.

In 1914 the wooden pier at Curtis Bay had reached its maximum capacity—and Baltimore was becoming more and more important as a seaport, and, particularly, as a coal loading port. The same great geographical advantage that has made Baltimore a traffic center since Colonial days still holds good—it is the most westwardly city on tidewater on the Atlantic coast, and thus the nearest to the coal fields of Pennsylvania, West Virginia and Kentucky. Its natural harbor facilities are magnificent, and its increasing importance as a shipping center certain. Our farseeing officials knew that no makeshift would do—that they must build for the future and furnish Baltimore with a coal loading plant that would not only be capable of handling the tremendous tonnage that reaches tidewater at Baltimore over our lines, but that would load ships with such dispatch that the then present congestion would be relieved and would do much to obviate the possibility of future coal congestion in the port. To that end a thorough study was made of all the coal loading plants on the Atlantic seaboard of the United States and of the facilities in foreign ports. The outcome of this study—and of the idea of mechanical instead of gravity loading—was the new Curtis Bay Pier, the largest and the most efficient coal loading plant in the world. It has a maximum capacity of 7,000 tons per hour, or 12,000,000 tons a year, is built of concrete and steel and is electrically operated.

To most of us figures do not mean a great deal. So when you read that the concrete pier extends 700 feet over the water and 400 feet on land and that it is 116 feet wide, it will, in all probability, fail to give you any real idea of its magnitude. Yet, over all, the structure is 1,100 feet long—and an average city block is but 300 feet long. If you think of the new coal pier as being almost four city blocks long and half a city block wide, it will give you some conception of its real size.

The first step in the actual work of construction was taken in February, 1916, when the work of dredging two



OUR NEW CURTIS BAY COAL PIER IS THE LARGEST AND MOST EFFICIENT COAL
A YEAR, IS BUILT OF CONCRETE AND

channels, or slips, 150 feet wide and thirty-five feet deep, at what would be the sides of the pier and connecting with the Government channel, was begun. This Government channel, by the way, is thirty feet deep, but the slips were made thirty-five feet deep to provide for a possible deepening of the channel and a consequent increase in the size of ships that might want to use the pier. The material obtained by this dredging was used to fill in the yard, 3,000 feet long by 220 feet wide. This yard now has eleven tracks, and there is room for two more when they are needed. The capacity of the load yard is 320 cars. When the additional tracks are installed there will be room for 384 cars.

The first step in the construction of the pier proper was the placing of 1,656 concrete piles, fifteen inches square and from forty-five to fifty-eight feet long. Each one of these piles, which were cast in wooden forms, was reinforced with eight three-quarter inch corrugated steel bars and had a steel shoe at the point. The pile was placed at the exact spot called for by the plans and was then jetted—that is, a high pressure pump was placed at the head of the pile, the mud and sand forced away and the pile dropped into place. After the pile had been embedded to within a few feet of its final penetration by this method it was driven the rest of the way by a pile driver.

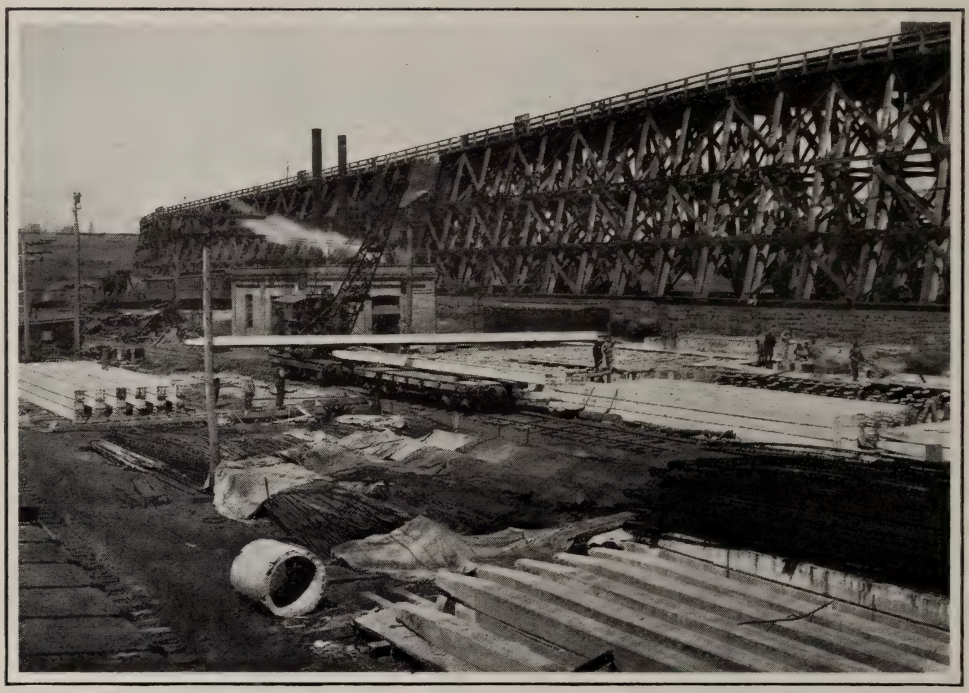
All the piles were driven to a penetration of twenty feet, and each had to have a tested capacity of not less than forty tons.

Then the piles were stayed in place by heavy planking, both length and cross ways. The piles were cut off two feet five inches above mean water level, allowing the steel reinforcing bars to protrude. Then forms for the transverse and longitudinal girders were built on the staying timbers, and the concrete girders, reinforced by steel bars in the same manner as the piles, cast, the reinforcing bars of the piles locking into the girders. The concrete deck, from eight to ten inches thick, also reinforced by steel bars, was then "poured" and the pier proper was finished. The concrete for this work was mixed on scows and poured by means of derricks.

In the meantime work on the other



LOADING PLANT IN THE WORLD. IT HAS A LOADING CAPACITY OF 12,000,000 TONS STEEL AND IS ELECTRICALLY OPERATED



1—THE 15-INCH CONCRETE PILES WERE CAST IN WOODEN MOULDS AND REINFORCED WITH STEEL RODS

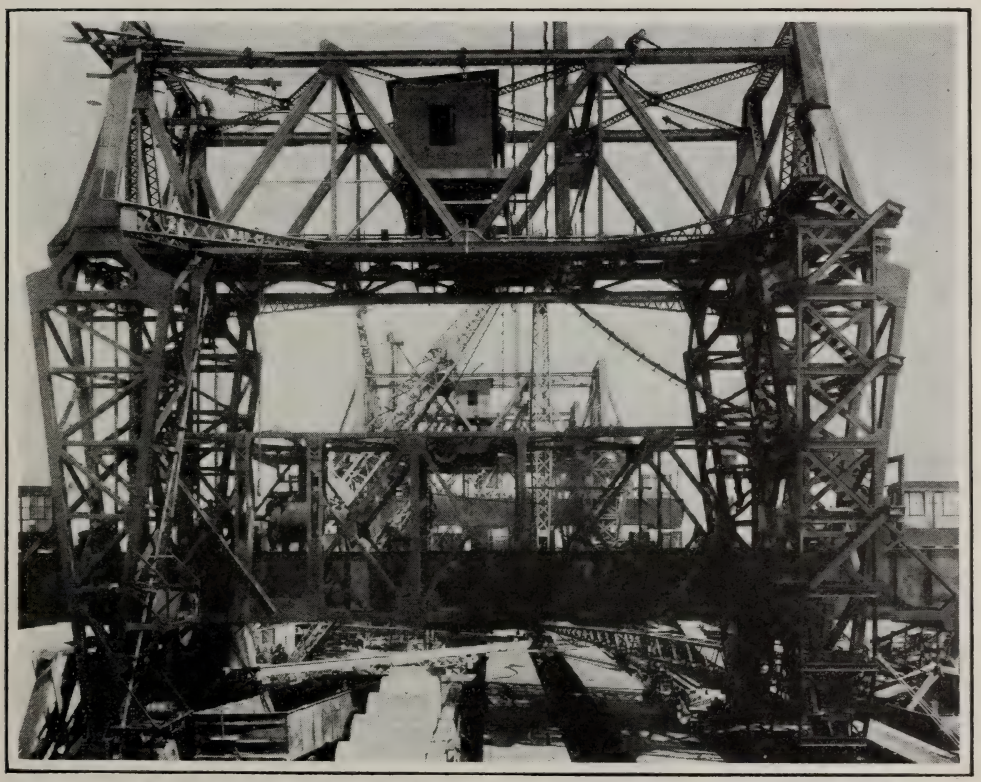
This work was done near the site of the new coal pier. The old pier can be seen in the background



3—FOUR MONTHS LATER—THE PIER NEARING COMPLETION. THIS PICTURE SHOWS THE CONCRETE GIRDERS AND DECK WHICH SUPPORTS THE COAL LOADING MACHINERY



2—THE FIRST STEP IN THE CONSTRUCTION OF THE PIER. PILES IMMEDIATELY AFTER BEING DRIVEN, HELD IN POSITION BY CLAMPS



4—ONE OF THE FOUR GIANT LOADING TOWERS IN COURSE OF CONSTRUCTION



THREE OF THE LOADING TOWERS IN OPERATION. WHEN THIS PICTURE WAS TAKEN THE ONE IN THE FOREGROUND WAS IN COURSE OF CONSTRUCTION

facilities that are part of the titanic coal loading plant was going forward. A thaw house, 420 feet long and forty feet wide, with a capacity of twenty cars, was built. It is of timber construction, concreted both inside and outside, and is thoroughly fireproof. Steam is obtained from the power plant, through an eight inch pipe line 1,800 feet long, and is delivered to radiators on the second floor of the thaw house at a pressure of 125 pounds. The cold air, by being drawn through the radiators, is heated to a temperature of 220 degrees. If the cars are frozen solid it takes about an hour to thaw them, but under usual winter weather conditions the thaw house has a thawing capacity of about forty cars an hour.

To secure fresh water a well twenty feet in diameter was sunk to a depth of forty-five feet, and from the bottom of this open well four six-inch wells were driven to a depth of 100 feet. For fire fighting a well fifteen feet in diameter was carried down fourteen feet below mean low water, a thirty-six-inch pipe communicating with the bay.

The power house is a model of up-to-date design and equipment. It has four Babcock and Wilcox tubular boilers equipped with Taylor stokers, with automatic control. There is a detached fuel supply bin for the power house, with a conveyor belt running to a storage bin above the boilers, from which the fuel is spouted directly into the stokers. Another interesting feature is a modern ash-handling equipment, by which ashes are thrown out, by a steam jet, to a tank outside of the building. From the tank they are dumped into cars for removal. This power plant will supplant several other sources of power and supply all the power required by the Company in the Curtis Bay District.

At the land end of the pier are two car dumpers and storage and balancing bins. The tracks running from the yard to the dumpers are on a descending grade. A loaded car is released by a switchman and runs to the foot of the "barney" pit, which is under the track near where it starts to run up grade to the dumpers. There the car is caught by the "barney" or "pig" (which has an arm that catches behind it) and is drawn, by cable, up the ten per cent. incline to the car dumpers.

There it is clamped and turned upside down, apparently with the same ease that a housewife empties a scuttle of coal into the kitchen stove. The coal, to decrease breakage, is delivered into a counter weighted apron, which is raised when the car is dumped. Then the apron is lowered to permit the coal to slide freely to the belts which convey it to the vessel being loaded. The empty car is turned right side up and runs down an incline to the yard, up a shorter incline to a kick-back and hence back to the yard—all by gravity. If it is not desired to load the coal at once it is carried to one of two storage bins of 2,500 tons capacity each.

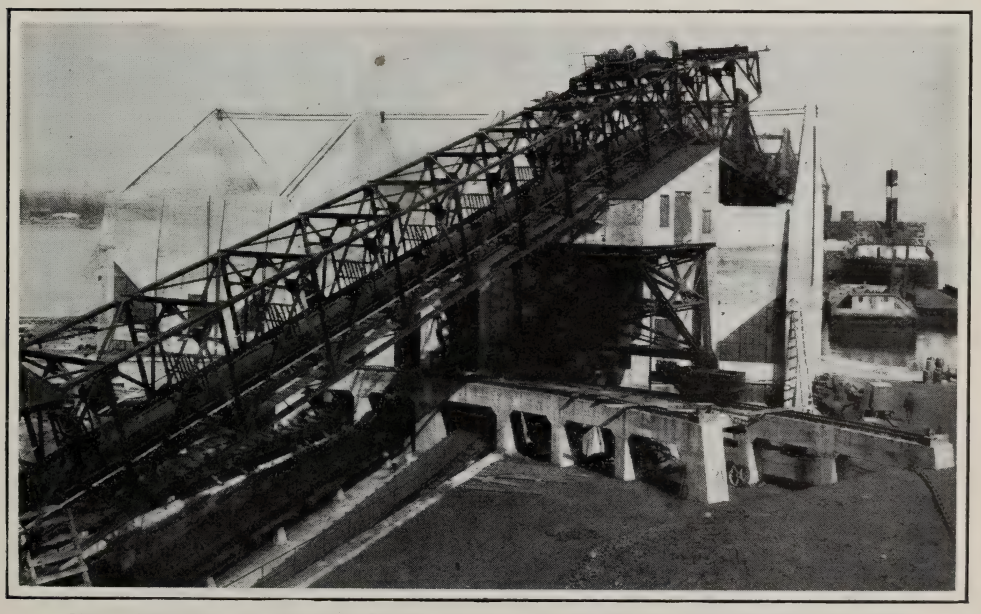
There are three belts to each car dumper, each sixty inches wide and, running at a speed of 500 feet a minute, with a loading capacity of 2,000 tons an hour. Two in each group run out on the pier to a loading tower. The other runs to a balancing bin. These conveyor belts are among the most interesting features of the pier. They are made of a composition of rubber and fibre and are tremendously strong. They are concave shaped and run on curved rollers spaced four feet apart. Although perfectly smooth the belts carry the coal up the incline to the loading towers without trouble.

When the pier is running at full capacity the operation of the car dumpers must not be interrupted. So when it becomes necessary to stop a loading tower to shift it to another position, the coal is temporarily placed in the balancing bin. From there it is taken by a loading or trimming tower and loaded to the vessel.

There are four loading towers and two trimming towers.

The loading towers travel along the pier on tracks. They are equipped with a cage supporting a shuttle ram. This cage can be raised or lowered to suit the height of the vessel being loaded, thus reducing breakage to a minimum. The cage has a variation in height of twenty-seven feet, its minimum height above water being fifteen feet. The shuttle ram, which can be run out on either side of the pier, has a reach of forty-five feet, and works in and out at right angles with the direction of the tower. This allows a hatch to be loaded uniformly and reduces trimming.

The tower operator has a comfortable glass enclosed house on the shuttle.



HOW THE COAL IS CARRIED FROM THE CAR DUMPERS TO THE BALANCING BINS



COAL BEING LOADED INTO HOLD OF VESSEL FROM LOADING TOWER

Note the short drop—which means reduced breakage

From there he controls the tower as easily as a motorman runs a car. The shuttle belt is first started. When this is running at full speed the main belt and the feeders automatically start. The shuttle belt runs at a greater speed than the main belt and the main belt faster than the feeders, so there is no danger of flooding the main or shuttle belts. In the superintendent's office there is a master control, which enables him to establish the maximum speed at which the belts are run.

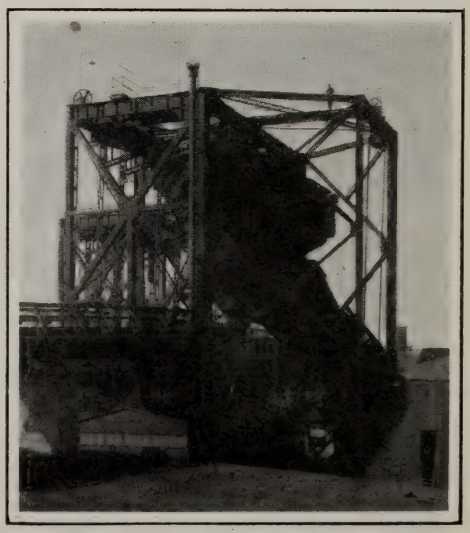
There is another interesting device to overcome breakage, called the lowerator. This is used when lump coal is being loaded. This piece of machinery is built on the same plan as a popular children's seashore toy—buckets attached to an endless chain. But instead of handling a few ounces of sand this machine lowers tons of coal into a ship's bunkers with a drop of but three feet.

There are two trimming towers, one on each side of the pier. The coal for these towers comes from the balancing bin on belts forty-eight inches wide, which have a capacity, running at a speed of 500 feet a minute, of 1,500 tons an hour. The trimming towers have swinging booms forty-five feet long attached at their base to turn-tables. These booms can be moved in a circle on a horizontal plane and have a vertical variation of thirty-five degrees each way from the horizontal.

While the loading towers are loading the cargo coal the trimming towers are at work on the bunker coal and when the loading tower has finished its work the trimming tower completes the slow work on the vessel, releasing the loading tower for work on another vessel.

The coal dumping machines are run by steam power, but all the other machinery is electrically operated. The functions of the pier are interlocked and controlled electrically, with push buttons located every twenty feet on each belt conveyor runway. The "Safety" value of this method of control, by which all moveable parts of the tower, belt and feeding can be stopped instantly by anyone, is of great value.

In spite of the fact that most of the coal that is loaded at Curtis Bay is of the soft variety there is remarkably little dust and the whole plant works with the smooth efficiency of a perfect machine.



THE CAR DUMPER TURNS A GONDOLA UPSIDE DOWN

As easily as a house-wife empties a coal scuttle

The entire improvement was originated and designed complete by the engineering department of the Baltimore and Ohio. Upon the resignation of chief engineer F. L. Stuart from the Baltimore and Ohio last July, the work was taken up and completed under the direction of his successor, R. N. Begien, now general manager, and H. A. Lane, the present chief engineer of the Company. Associated with them were W. S. Bouton, engineer of bridges; J. H. Davis, electrical engineer; M. A. Long, architect and assistant to the chief engineer; F. C. Thornley, consulting engineer, and J. T. Wilson, district engineer.

Committee on Public Information Offers Its Services to Railroad Men

IN order that the public may be thoroughly informed upon the various activities of the Government during the present crisis, President Wilson has established a Committee on Public Information.

This Committee is composed of the Secretary of War, the Secretary of State, and the Secretary of the Navy, and has as its chairman, Mr. George Creel. Its services are at the call of any who may desire to be informed upon the affairs of the Government, as they relate to the present crisis.

It is peculiarly essential that those in charge of railroad affairs should be well posted upon Government problems, and this is therefore addressed to you with the hope that you will avail yourself whenever you desire of the services of this Committee.

All inquiries should be addressed to L. M. Harris, 8 Jackson Place, Washington, D. C.



Do Your Duty——

The Baltimore and Ohio offers its employes an opportunity to help win the war by buying one or more Liberty Bonds and paying for them from their future earnings.

Read this letter!

THE BALTIMORE AND OHIO RAILROAD COMPANY
OFFICE OF THE PRESIDENT

Baltimore, Md., May 31, 1917.

UNITED STATES LIBERTY LOAN OF 1917

To All Officers and Employes:

Believing that everyone in the Company's service will consider it not only a privilege but a patriotic duty to become the owner of a certain amount of the bonds about to be issued by the United States Government, to aid in carrying on the War for democracy and human rights, and recognizing that some—perhaps many—of the employes may not have funds immediately available in the amount that they would desire to suscribe, The Baltimore and Ohio Railroad Company has arranged to secure an allotment of the bonds for distribution among its employes upon the following basis:

Upon request of any employe The Baltimore and Ohio Railroad Company will advance the whole or any part of the cost of the bond or bonds desired, at the same rate of interest which the bonds bear, to be repaid to the Company in monthly installments by such employe from future earnings.

The bonds will be issued on June 15, 1917, by the United States Government in denominations of $50.00 and upwards, bearing interest at 3½% per annum, payable semi-annually on the 15th day of December and June. If another loan is made during the War bearing a higher rate of interest, the Government promises that the holders of bonds of the present issue shall have the privilege of exchanging the same upon such terms and conditions as shall be prescribed by the Secretary of the Treasury, into an equal par amount of bonds bearing the higher rate of interest. Both principal and interest are exempt from all taxation except estate or inheritance taxes.

The attached memorandum explains the loan in greater detail and shows how your subscription may be made, and to whom you may apply for further information.

I feel confident that all employes of the Baltimore and Ohio Company will desire to do their part in this great emergency and will welcome the opportunity to subscribe for these bonds, thus showing their patriotism by lending part of their savings to the Government at the same time securing for themselves a good investment.

Samuel Rea

President

Buy a Liberty Bond



An employe who desires to purchase "LIBERTY LOAN BONDS" and pay for same in monthly installments deducted from the pay roll should obtain a subscription blank from his chief clerk, superintendent, trainmaster, yardmaster, road foreman or shop foreman and deliver to the nearest agency or forward to the treasurer at Baltimore.

The Company will hold the bonds for the subscriber until the completion of the necessary payments, at which time the bond or bonds become the property of the employe.

The interest coupons for the first year will be detached and applied in part payment and in adjustment of interest at three and one-half per cent.

SCHEDULE OF PAYMENTS

EACH $50.00 BOND		EACH $100.00 BOND	
11 monthly payments of $4.25 each	$46.75	11 monthly payments of $8.50 each	$93.50
12th installment	$3.25	12th installment	$6.50
Less interest adjustment	.97	Less interest adjustment	1.94
Making final payment	2.28	Making final payment	4.56
Total cash payment	$49.03	Total cash payment	$98.06

Should more than one bond of either denomination be desired, the payments would be increased according to the number of bonds subscribed for.

Should an employe leave the service of the Baltimore and Ohio Railroad Company before completing the payments necessary to purchase the bond or bonds subscribed for, the payments may be continued in cash until the bonds are fully paid for or, if desired, the subscriber will be relieved from the obligation to make further payments, and the money paid on account will be refunded to the subscriber.

It is important that the application blanks be returned to the Treasurer of the Company prior to July 1, 1917.

For further information apply to the office of Division Superintendent, or to the Treasurer at Baltimore.



The Road to France

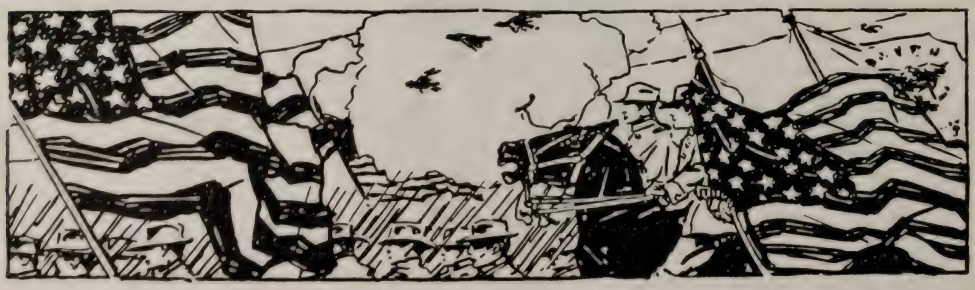
By Daniel M. Henderson

(The prize winning poem in the patriotic poem contest of the National Arts Club, of New York)

THANK God our liberating lance
Goes flaming on the way to France!
To France—the trail the Gurkhas found!
To France—old England's rallying ground!
To France—the path the Russians strode!
To France—the Anzacs' glory road!
To France—where our Lost Legion ran
To fight and die for God and man!
To France—with every race and breed
That hates Oppression's brutal creed!

Ah, France—how could our hearts forget
The path by which came Lafayette?
How could the haze of doubt hang low
Upon the road of Rochambeau?
How was it that we missed the way
Brave Joffre leads us along today?
At last, thank God! At last we see
There is no tribal Liberty!
No beacon lighting just our shores!
No freedom guarding but our doors!
The flame she kindled for our sires
Burns now in Europe's battle fires!
The soul that led our fathers west
Turns back to free the world's oppressed!

Allies, you have not called in vain!
We share your conflict and your pain!
"Old Glory," through new stains and rents,
Partake of Freedom's sacraments!
Into that hell his will creates
We drive the foe; his lusts, his hates!
Last come, we will be last to stay—
Till Right has had her crowning day!
Replenish, comrades, from our veins
The blood the sword of despot drains,
And make our eager sacrifice
Part of the freely rendered price
You pay to lift humanity—
You pay to make our brothers free!
See, with what proud hearts we advance—
To France!



How Jimmy "Did His Bit"

By Roy G. Clark

Assistant Abstracter, Chicago Terminal

(Prize Story in Fiction Contest)

JIMMY QUINN swung off the rear end of No. 97 as it pulled into the passing siding at Otis Junction and walked over to the crossing flagman's box, where he knew he would find his old friend, Dad Beardsley. Dad and he were old cronies, despite the discrepancy of forty years in their ages; Jimmy had spent many hours sitting beside Dad's little cyclone stove, smoking his Plowboy mixture and absorbing the older man's views on life, gathered during a long and versatile service in railroad work. Dad possessed a wealth of common sense and philosophy and had a peculiarly picturesque way of presenting it. And because Jimmy had learned to come to the old man with every perplexing question, he hurried over to his little shanty today; for Jimmy was worried.

"Hello, Dad," he said, opening the door. "I'm going to enlist!"

"Enlist, are you?" Dad replied, appearing as little surprised at Jimmy's abrupt entrance and broaching of an entirely new subject as though they had been talking for an hour. "So you're going to enlist. And why?"

"You're a great one to ask me that!" Jimmy answered, with some heat. "You! —with all your preaching of patriotism and of standing by the flag—*you* ask me *why* I'm going to enlist! I'll tell you why. I'm ashamed to appear on the streets today. I think everybody I meet is wondering why I've stayed home, making good money and not risking my precious hide. And it ain't only shame, either, Dad—you know that. I ought to be with the flag. There's George Butts and Fred Cain and a lot of the other fellows risking their lives in France now, fighting for us—for me! I'm going to do my bit."

The old man opened the cyclone stove door, poked up the fire, deposited a lump of coal on it and then motioned Jimmy to the vacant chair beside him. Jimmy reluctantly sat down.

"Let's see," Dad ruminated. "Seems to me you was up before the registration board and they figured you was more valuable right here at home on the road than over there fighting—to say nothing of you having your mother to support. Seems as though I recollect they said they could get lots of soldiers, but that they was going to have an awful time getting enough freight men on the railroads here at home. Seems as though they wanted you pretty bad right where you are. Of course they don't know what they're doing."

"Oh, I know all about that," Jimmy broke in. "That may all be true, *but it ain't fighting!* I ain't risking a thing here, while the boys at the front are running all the chances. It's just plain every-day work with me, as though there wasn't any war. I ain't doing my share and I'm going to resign and enlist, that's all."

"Wait a minute," said the old man. "Let's figure this thing out. Let's suppose your best friend was having an almighty tough tussle with another chap. For the sake of argument let's say they was fighting with bricks—although they may not have been Irishmen, at that.



"AT THE RATE THEY'RE COMING WE'VE GOT ABOUT A MINUTE," DAD CRIED

Let's say you go over and offer to help lick the other geezer, and your friend says he'll lick him alone, all right, if he can only get enough bricks. He asks you to keep supplying him with bricks. Wouldn't you be a blasted fool to insist on fighting, when you'd both run out of bricks in a little while? Wouldn't it be better to keep supplying him with the bricks he needs?" Dad lit his pipe, which had gone out through lack of attention. "Go on," said Jimmy. "I'm listening."

"Well, Uncle Sam is your best friend. He's having the worst tussle of his life with a mighty strong enemy. He can get enough men to fight for him—if he's supplied with enough stuff for them to fight with. He's got to have the bricks! And that's why a lot of us have got to stay at home and keep the stuff moving to him. If we all go over and fight, soon we'll all run out of bricks. And when the war is won, won't the fellows who kept the supplies going over to our soldiers deserve a lot of credit, too? I know how you feel, Jimmy; handling loaded shells from the plant up on Wilson's spur don't seem quite like charging the enemy's trenches, but it's just as necessary. We can't all be heroes of the battlefield—there's a lot of heroes in every war, including the women folks, right at home. Of course you'd rather be over there, but—what's wrong?"

Dad jumped from his chair and pointed to the station, where a group of men were talking excitedly. Jimmy ran to the door and stopped a caller as he was running past the flagman's box.

"What's wrong?" he asked.

"Twelve cars of shells broke lose up at the plant on Wilson's spur a minute ago," he cried. "They just telephoned down. There's enough stuff in them to blow up the whole town when they hit here. And they'll be going some, too, after traveling down that eight mile grade. There ain't a switch on the whole spur to ditch them in. I've got to tell the town folks to clear out."

"Someone up there must have forgot to close the switch or the derail," said Dad. "Eight miles up and nothing to stop them! And the whole town blown up, including twelve cars of shells, just when the country needs them the most."

"They're going to send an engine up to meet them," said Jimmy. "They've got the 4242 out on the lead to the spur. There'll be a grand smash somewhere up the hill and a brand new engine will be gone, too."

Dad's shoulders straightened and his eyes sparkled with a light that hadn't shone there since one memorable day about fifty-four years ago, when he had turned a panic into a rally at Gettysburg.

"Jimmy," he said, "let's go up on the 4242 and meet those cars. There's a hundred to one chance we can make it. If we can get to Prince Crossing before they come through Red Gap we can see them on the big bend in time to start back and ease them off. Come on, lad! It will be better than charging trenches."

Jimmy needed no urging. With one accord they ran over to the engine, and before the gaping crowd on the station platform realized what had happened they had the 4242 started up the spur. She was a new locomotive, far too heavy for the light track, especially at the rate Dad was pushing her, but fortune was with them and the rails held. Up the grade and around the curves she pounded, with Jimmy anxiously timing every second and watching every curve ahead. If the cars had gathered too great momentum they would beat the 4242 to Red Gap, and a smash-up would be inevitable. Dad and Jimmy fully realized this, and knew that the odds were against them. All they could do was to push the 4242 to the limit and pray that the track would hold.

A minute later Dad slowed down for Prince Crossing, and as they emerged from the cut in the hill they heard a low rumble above them; watching Red Gap anxiously they saw the cars rounding the curve almost a mile ahead. They were in time!

"At the rate they're coming we've got about a minute," Dad cried. "Get out on the pilot, lad, and couple on when they catch up to us. We're going to stop 'em!"

He reversed and opened the throttle. The 4242 seemed to sense what was expected of her and took hold nobly.

Faster and faster her drivers revolved, while nearer and nearer the drunkenly swaying cars approached, until the difference in the speed of the engine and the cars was so little that they gently bumped the swaying pilot and coupled. Jimmy climbed up on the first car and set the hand brakes, while Dad gently applied the air on the engine. Dad was an old engineer and he knew the ticklish cargo he was handling. In a moment he had the train under control and in three minutes they quietly swung around the last curve into Otis Junction.

Yes, both Dad and Jimmy received plenty of publicity and congratulatory letters; but what they prize most is a letter that today is framed and hanging in Dad's little crossing shanty, and which he will be certain to show to you should you happen to enter. It reads:

WASHINGTON, D. C.

Permit me to express to you and Mr. Quinn my gratitude, and the gratitude of our soldiers, for your brave act in stopping a runaway train of loaded shells on February 1. It will interest you to know that these particular shells were of a special caliber, and made for our new heavy ordnance. Had they been delayed these batteries would have been inactive at a very critical time.

Let me also say that the men engaged in railroad service who, in the ordinary routine of their day's work, exert every effort toward transporting with safety and dispatch the goods entrusted to them are taking no small part in the winning of this war.

I beg of you to accept my sincerest personal regards.

It is signed by the President of the United States.

What YOU Can Do For The Red Cross

The Red Cross Needs Money:

All it can get—$100,000,000. There should be no limit to American generosity. It must provide for the hospital requirements of American soldiers and sailors and for the care of their dependent families. It must bear aid to the Allies, who daily have greater need for additional hospitals, doctors and nurses.

The Red Cross Needs Members:

All it can get. Its present membership is less than 750,000. It should have 20,000,000. Proportionately Japan has seven Red Cross members to our one and has contributed $10,000,000 to our $1,000,000. The American Red Cross maintains the most efficient hospital and nursing service for war in the world.

The Red Cross Needs Workers:

All it can get. The larger its usefulness the more workers it will need at home—to make supplies, to collect them from every city and hamlet, to mobilize them in central warehouses, to ship them to the front.

The Red Cross Needs Supplies:

All it can get—surgical dressings, bandages, and clothing for soldiers in hospitals. These must be made by women, by millions of women doing their bits in this way.

The Red Cross Needs Baltimore and Ohio Men and Women!

Every member of the railroad family. There are chapters in most of the cities and many of the towns on our System. IF THERE IS NO RED CROSS CHAPTER IN YOUR COMMUNITY, ORGANIZE ONE. For advice address E. H. Wells, Director of Chapters, The American Red Cross, Washington, D. C.

American Women Don Overalls and "Make Good" in Railroad Work

LAST month's MAGAZINE told of the enlistment of the "first hundred" women workers under the industrial banner of the Baltimore and Ohio. Since that time their numbers have increased greatly and it seems certain that women will occupy a most important place in the war time industry of our railroad and of the entire country. Many of our male employes have already answered the call to the colors. Directly or indirectly, the positions of most of them have been filled by the employment of women. When the selective draft law goes into effect there will be many more such vacancies and it is more than probable that they will be filled by the employment of these new workers.

That they will be able to perform satisfactorily the work they undertake seems assured by the record they have made to date, as well as by the success of their sisters abroad. In all the countries engaged in the war women have taken the places of many of the men who are fighting. Many are employed on the English railroads, on traction lines, as motor truck drivers, as policewomen, in agriculture and in the munition works.

One English woman had five sons at the front—a contribution to the cause that most mothers would have considered



THIS YOUNG WOMAN OPERATES A DRILL PRESS IN THE CAR DEPARTMENT AT LOCUST POINT, BALTIMORE

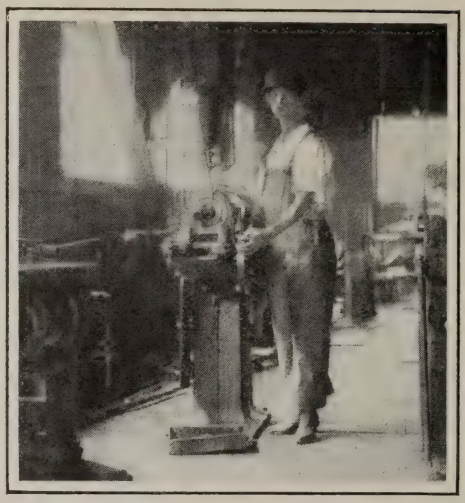
quite sufficient. But not this patriotic woman. She wanted to do her "bit" *herself*, so she obtained a position making shells in a munition factory. She worked hard and last winter received her reward. It was a letter from one of her sons in France and in it he expressed the opinion that by her work she was "killing more Germans than your five sons."

But it is not only the woman who works in a munition plant who is doing her share in helping to win the war. The woman who, even indirectly, releases a man for military service is adding to the fighting power of her country. A case of this kind came to light in the employment of a woman as a crossing guard on the Indiana Division. She replaced a man who was a cripple—exempt from military service. But he, in turn, took the place of an able-bodied man, who enlisted. Indirectly, this woman sent a man to the front.

Lorain was perhaps the first place on the System to add the names of women workers in other than clerical and care-taking positions to the pay roll. The other divisions were not far behind, however, and now women are regularly employed on practically every division on the System.



MISS GEORGIA ROSENWINCKLE
The first woman shop employe at Mount Clare



"SKIRTS? THEY'RE IN THE WAY!"
Say the competent women who are doing the work of men called to the Nation's Service

In addition to the help in solving the problem of war time labor, the employment of women in these new lines of endeavor, say men who are making a study of woman in industry, is a sign of the changed attitude of the world toward the wage-earning woman, and will open to women many opportunities to improve their position in life. A recent applicant at the general offices in Baltimore said that she was anxious to obtain a position formerly held by a man, at a man's wages, and added that she thought that men would appreciate the efforts of honest women to earn their living and treat them with proper respect, whether they wore skirts, bloomers or overalls. To anyone familiar with the high standard of Baltimore and Ohio courtesy it goes without saying that these new workers will be treated with the respect due a woman, no matter what her position, and that everything possible will be done for the comfort and welfare of these new railroaders.

The women who are doing shop work seem to have decided upon overalls as the most suitable dress for their work. Skirts, of course, would be cumbersome and in many cases dangerous. When the first overall-clad women appeared ready for work their male fellow workers were naturally inclined to stare and perhaps

to smile a little. Now the novelty has worn off and the woman shop worker is accepted as a matter of course.

Miss Katherine Nauman, of Baltimore, was the first woman to apply for a position in our Locust Point Terminal. She was engaged and helped obtain several other women for work in the shops and yards. Her work was so satisfactory that she was promoted, and she is now the first forewoman ever employed by the Baltimore and Ohio. At this writing there are twenty-one women employed at Locust Point. They do various kinds of work, from picking up scrap to running a drill press, and all seem happy and contented. One young lady, employed in the waste reclaiming shop, was asked if the dirt and grease was not unpleasant.

"Oh, I don't mind a little dirt," she replied. "It's easy enough to wash off. It's pay dirt, too. I get more now than I ever earned in my life before."

The history of Mount Clare Shops goes back to the days of horse pulled cars and stone ties. But a new chapter was started when Miss Georgia Rosenwinckle went to work packing journal boxes. Miss Rosenwinckle said that she was in earnest and wanted to show people that American women were equal to any call that might be made upon them, and that she was willing to start at the bottom and work her way up.

Women are now working in the shops at Benwood, Cumberland, Lorain, Chillicothe, Wheeling, Lima and in the Zanesville Reclamation Plant. They are employed as flagwomen at Wheeling,



TWELVE—COUNT 'EM! PRIOR TO THE WAR WE WOULD HAVE TAKEN THEM FOR A MUSICAL COMEDY CHORUS. BUT THEY ARE WOMEN WORKERS AT LOCUST POINT, BALTIMORE



A CROSSING WATCHWOMAN AT LAWRENCEVILLE, ON THE ILLINOIS DIVISION

Huntington, New Albany, Parkersburg, on the Staten Island Division and at other places. (One of these flagwomen is said to powder her nose before each train is due.) They are filling clerical positions in the Cleveland freight house and at many terminals and, of course, in the general offices at Baltimore. They are engaged in cleaning engines and cars at Lexington and Newark, Ohio, working as oilers at Connellsville, Pittsburgh and New Castle and as coach cleaners in the Cincinnati Terminals and at Baltimore. And everywhere they are doing their work well, and doing their "bit" in helping to win the war.

Wasted Paper

"IT'S a peculiar thing," said the chief clerk of a large department to the writer, "what a contrast is shown in the attitude of our officials and some of our employes on the all important subject of economy.

"Take for instance the question of stationery. The interdepartmental memorandums which we get from executive offices are almost invariably written on inexpensive second sheets—sometimes on the back of paper which has already had one side written on. In contrast, just look at this!"

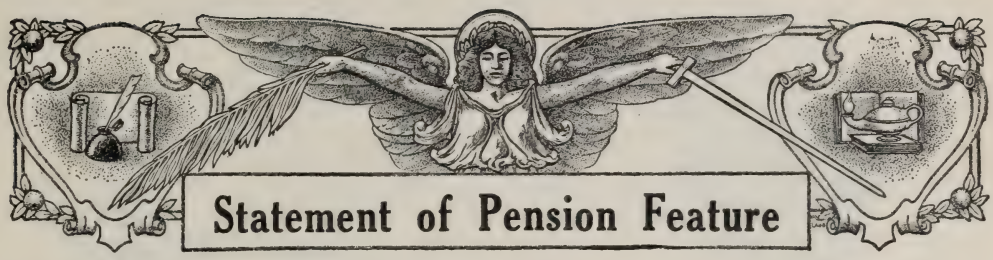
And he handed me a letter which was enclosed in a large envelope. It was a full size printed letter head of one of our officials and had about two lines of script on it, making some unimportant request. The note might just as well have been written on a half size second sheet and enclosed in a smaller envelope, with a probable saving of about ninety per cent. in the operation.

"I find," continued my informant, "that our messenger and mail boys are extremely careless in this respect. We have to supervise them very closely in this office, but we have rigid rules for the handling of envelopes and stationery and believe that through them we are making a substantial saving. And the nice part of it is that it is just as easy and convenient—in most cases, more convenient—to use inexpensive paper and the proper size envelope. It not only saves stock, but also weight in handling the mail through our mailing department.

"I wish every chief clerk on the System would investigate how his stationery and mail are being handled and put into effect some simple rules for economy."

Win a Prize with Safety Article!

Ten dollars is being awarded each quarter of the year to the employe submitting the best original article on Accident Prevention. The present contest period ends June 30. Send your contribution to John T. Broderick, Supervisor Special Bureaus, Baltimore and Ohio Building, Baltimore.



Statement of Pension Feature

Employes who have been honorably retired during the month of May, 1917, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Aid, Christian	Laborer	M. P.	Ohio	10
Care, William H.	Conductor	C. T.	Cumberland	26
Donohue, Jeremiah	Boilermaker	M. P.	Baltimore	44
Grady, John E.	Conductor	C. T.	Newark	44
Green, Thomas E.	Baggageman	C. T.	Ohio	32
Henry, Andrew J.	Trackman	M. of W.	Cumberland	50
Manuel, William H. H.	Baggageman	C. T.	Baltimore	48
Plaine, Jesse	Brakeman	C. T.	Baltimore	26
Schoenberger, Joseph P.	Engineer	C. T.	Indiana	55
Stansberry, Wesley	Oil Cup Filler	M. P.	Monongah	35

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1916, over $296,000 was paid out through the Pension Feature to those who had been honorably retired.

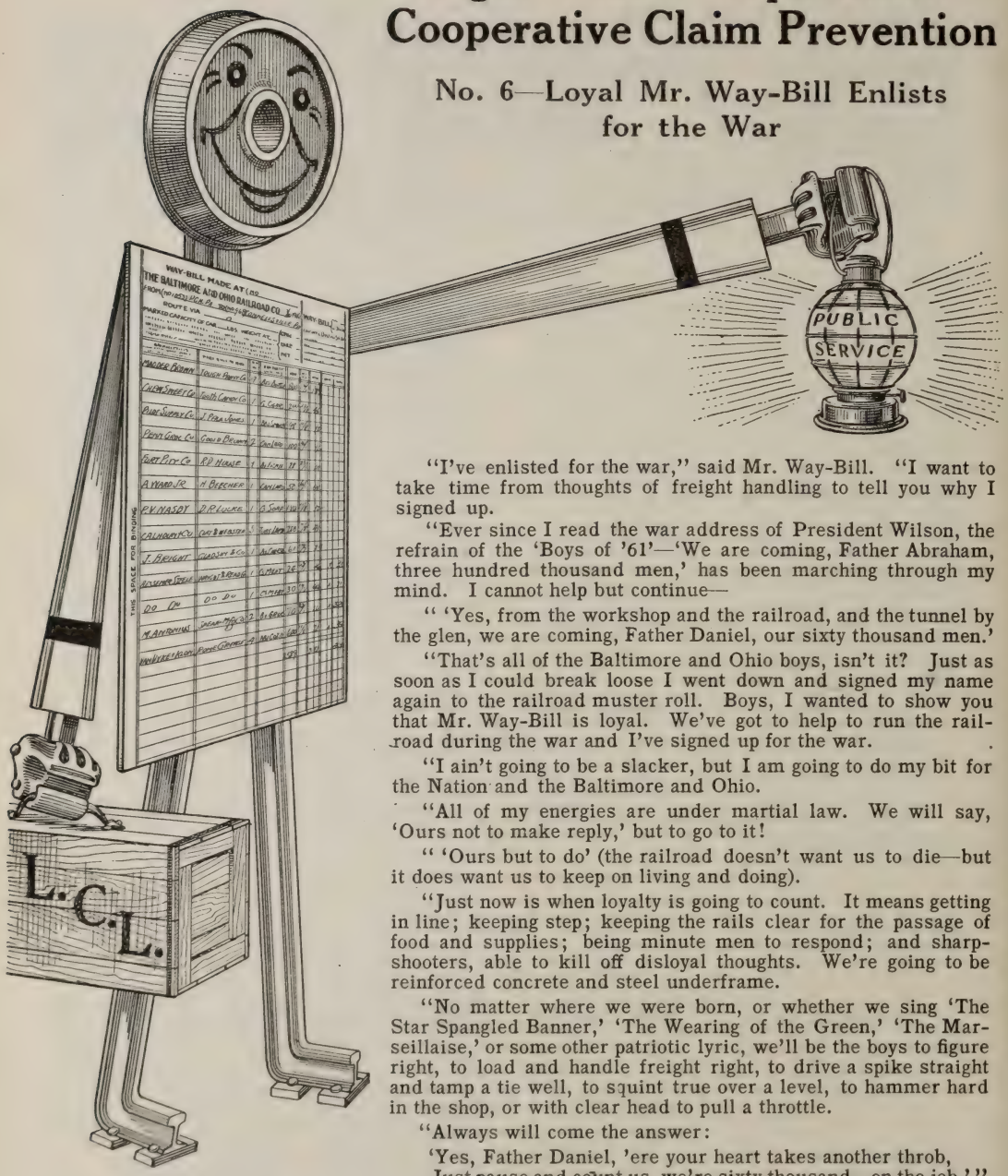
The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,056,616.15.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Chambers, E. B.	Agent	C. T.	Cumberland	April 25, 1917.	34
Robb, Charles G.	Laborer	M. P.	Cleveland	April 28, 1917.	21
Bell, William	Clerk	Frt. Trf.	All	May 11, 1917.	30
Harker, Daniel	Engineer	C. T.	Philadelphia	April 8, 1917.	27
Young, Harry J.	Watchman	M. of W.	Connellsville	May 12, 1917.	12
Evans, William P.	Switch Tender	C. T.	Newark	May 10, 1917.	42
Clarke, James P.	Crossing Watchman	C. T.	Baltimore	May 23, 1917.	36
Myers, John H.	Conductor	C. T.	Baltimore	May 25, 1917.	43
George, Thomas	Crossing Watchman	C. T.	New Castle	May 22, 1917.	22
Wilkening, August	Cabinet Maker	M. P.	Baltimore	May 25, 1917.	26

Freight Claim Department—Cooperative Claim Prevention

No. 6—Loyal Mr. Way-Bill Enlists for the War



"I've enlisted for the war," said Mr. Way-Bill. "I want to take time from thoughts of freight handling to tell you why I signed up.

"Ever since I read the war address of President Wilson, the refrain of the 'Boys of '61'—'We are coming, Father Abraham, three hundred thousand men,' has been marching through my mind. I cannot help but continue—

" 'Yes, from the workshop and the railroad, and the tunnel by the glen, we are coming, Father Daniel, our sixty thousand men.'

"That's all of the Baltimore and Ohio boys, isn't it? Just as soon as I could break loose I went down and signed my name again to the railroad muster roll. Boys, I wanted to show you that Mr. Way-Bill is loyal. We've got to help to run the railroad during the war and I've signed up for the war.

"I ain't going to be a slacker, but I am going to do my bit for the Nation and the Baltimore and Ohio.

"All of my energies are under martial law. We will say, 'Ours not to make reply,' but to go to it!

" 'Ours but to do' (the railroad doesn't want us to die—but it does want us to keep on living and doing).

"Just now is when loyalty is going to count. It means getting in line; keeping step; keeping the rails clear for the passage of food and supplies; being minute men to respond; and sharpshooters, able to kill off disloyal thoughts. We're going to be reinforced concrete and steel underframe.

"No matter where we were born, or whether we sing 'The Star Spangled Banner,' 'The Wearing of the Green,' 'The Marseillaise,' or some other patriotic lyric, we'll be the boys to figure right, to load and handle freight right, to drive a spike straight and tamp a tie well, to squint true over a level, to hammer hard in the shop, or with clear head to pull a throttle.

"Always will come the answer:

'Yes, Father Daniel, 'ere your heart takes another throb,
Just pause and count us, we're sixty thousand—on the job.' "

My voice is still for war on Freight Claims.
Every Freight Claim is an alien enemy to revenue.
Dollars for necessities, but not one cent for claims.

—H. Irving Martin.

The Use and Abuse of Stationery and Other Office Supplies

By M. K. Barnum
Assistant to Vice-President Operation and Maintenance

THE fact that during the calendar year 1916 the Baltimore and Ohio System spent for stationery and printing about $410,000.00, shows the possibility of large savings to be effected if reasonable care is exercised in the ordering and use of stationery and small office supplies for the, approximately, 2,000 offices on the System.

The above amount does not include typewriters, computing machines, tickets, passenger and freight tariffs, time-tables, passes and some other similar items.

As an illustration of the large cost of small items used in quantities, the Stationer sent out, during the calendar year 1916, 8,300 pounds of common pins, valued at $5,677.65, making a total of 25,400,000 pins.

Some of the other small articles, furnished in large quantities, were the following:

611,159 pencils	498,264 pens
13,494 rubber stamps	11,500 sponges
18,537,620 envelopes	3,912,310 sheets carbon
22,807,100 second sheets	10,104 pen holders
70,000 thumb tacks	2,615,600 file backs
421,000 blotters	3,924 message hooks
33,264 rubber erasers	
2,487,000 McGill fasteners	10,620,730 rubber bands
	900,720 clip fasteners

As an example of the lack of care used in some offices in making up stationery requisitions, one division superintendent's office recently ordered over 2,000 lead pencils for a sixty days' supply, although other offices on the division made separate requisition for their own supply of pencils. Such requisitions as this make it necessary for all to be checked over, but it is only fair to say that some requisitions are so carefully made up that no changes are needed in the various amounts ordered.

The following may be mentioned among the bad practices in the use of stationery:

1.—Cutting up printed blanks, in current use, for scribbling paper, instead of ordering pads, which the Stationer makes up from obsolete forms returned.

2.—Use of a large envelope where a small one will serve as well or better; also, not enclosing in one envelope as many communications to the same party as possible.

3.—Throwing away sponges instead of washing and reusing them.

4.—Discarding carbon paper which is still serviceable.

5.—Throwing into the scrap basket with papers, rubber bands, pins and fasteners, which tend to reduce the value of the waste paper when sold, in addition to the loss of the bands, pins and fasteners. Some offices obtain their entire supply of pins and fasteners from discarded papers.

6.—Allowing the stationery to become scattered about and soiled.

A few suggestions which can, profitably, be followed, with resulting economy, in the use of stationery are:

1.—Carefully check supplies on hand before making requisition.

2.—Have requisitions made up by someone with sufficient experience and responsibility to insure the correct amounts being shown and in proper form order.

3.—Return, every six months at least, to the Stationer at Baltimore, all surplus or obsolete forms on hand.

4.—Save all waste paper, and report accumulation to the Stationer, who will furnish shipping instructions.

5.—Check over, frequently, the records, correspondence, old catalogues, etc., on hand and arrange for scrapping those which it is not necessary to keep longer.

It is estimated that from forty to fifty thousand dollars a year can be saved by a general observance of these suggestions in regard to the ordering and use of stationery and small office supplies.

Speaking of Patriotism

By Irvin S. Cobb

of The Vigilantes

SPEAKING of patriotism and our duty to our country—and those are the things of which most of us are speaking these days—why not buy a Liberty Bond or two?

If ever a thing was well-named the Liberty Bond is. It stands for Liberty—for liberty not only for our own people but for all the peoples of the world—liberty from despotism, from imperialism, from militarism, and most of all, liberty from Prussianism, which summed up, is the other three isms rolled into one.

And likewise, it is a Bond—a bond of faith, a bond of honor, a bond of reliability, a bond of security, backed up by the Government of the United States of America, its assets, its good name, its credits, its power and its possessions of whatsoever nature.

In this war upon which we have entered, we are all of us going to be called upon to give something. War, if it means anything, means sacrifice. Some are going to make the supreme sacrifice. They are going to give their lives for their country. Some are going to give their wealth and some of their time and all who count themselves true Americans are going to give of their loyalty and of their devotion and of their love for their land and of their steadfastness to its ideals. After some fashion or other this war, before it is done, will claim its tribute from every living man, woman and child among us and from our children's children and their children. The right to national liberty is not a free gift. You have to earn it. By the sweat of their brows, by the blood of their veins, our forefathers earned it. This generation is just now engaging upon the tasks of preserving and perpetuating what those forefathers earned for us. If the heritage they handed down to us was worth taking it is worth keeping; if the flag they fought under is worth living under, it is worth defending. If the government they established is a government which should endure, if its securities are staple and stable, it is our duty to invest in these securities, to prove the value of our own citizenship to ourselves by the confidence and the trust we show in our own institutions. The Liberty Bond issue gives us that chance without entailing the slightest risk upon our part.

When we buy Liberty Bonds we are helping our country, helping as righteous a cause as ever sent a nation to battle, and at the same time we are safeguarding our savings and earning a decent rate of interest on our money. We can't lose; we are bound to win. Thieves may break in and moths may corrupt, but a Liberty Bond is as solid as Plymouth Rock and as honest as the Declaration of Independence. If it goes down our government goes down with it and then your money wouldn't do you any good anyway. If you had kept it stored up

it would be confiscated by a gentleman in a spiked helmet with spiked mustaches and a spiked way of saying "*Verboten*" to practically everything you wanted to do.

As long as the Stars and Stripes float the Liberty Bond will be aloft too. The Liberty Bond is guaranteed by every inch of our soil, by every shred of our traditions, its promise to pay is predicated on every ship that flies our flag, on every pennyweight of railroad iron in our land, on every peppercorn in our granaries, on every dollar of our circulation, on every rod of navigable river, on every furlong of highway, on every gill of water in every American harbor, on every pebble in the Rocky Mountains, on every blade of growing grain, on everything that we as a people own and ever have owned and ever shall own. And while we are on the subject I might add that it is predicated on something more besides. It is predicated on Bunker Hill, on Independence Hall, on the little apple tree at Appomattox, on the cornerstone of a building at Washington, D. C., called the National Capitol. A man who wouldn't be satisfied with that collateral wouldn't risk a pewter dime for the hope of eternal salvation.

Don't wait for somebody else to take your share of the best investment that is open to a patriot. Our great Revolutionary granddaddies weren't that sort. Their motto wasn't "Let George do it." They helped George do it!

Don't sell Uncle Sam short. Don't be a bear on the Old Glory market. Don't make your own country ashamed of you.

Buy a Liberty Bond.



STANDARD TRACK AT HANCOCK, W. VA., ON THE CUMBERLAND DIVISION

Help Win the War

By Insisting Upon One Hundred Per Cent. Car Utilization

NOW is the time for all shippers and receivers of freight, in the spirit of patriotism, to see that every car is loaded to maximum capacity and to insist on prompt handling by the railroad. In fact, it is a military necessity that cars be utilized one hundred per cent.

During the coming months, while the Nations' armies are fighting in the greatest conflict for freedom in the history of the world, the people must be fed, food must be distributed for home and foreign consumption, and the great bee-hives of industrial America will be crying for cars to load and move materials for manufacturing and to transport the finished supplies and ammunition for the warring armies. This condition already exists. The Nation's transportation machine is now being operated at close to the breaking point, and yet thousands of cars are being hauled with only a part load. Many of our patrons will cooperate if the matter is forcibly presented, and when solicitation fails other methods, authorized by the Government, will be employed.

The average net carload on the Baltimore and Ohio for April was 29.3 tons; this was a slight increase over March, 1917, and April, 1916, but it is entirely too low.

The average miles per car per day for April was 26.4, an increase of 8.6 per cent. over March, 1917, and a decrease of 10.8 per cent. over April, 1916.

Help your Country, help our Army and the armies of our Allies to win the war, and help yourself, by maximum Car Utilization.

"Hard Work the Order of the Day at Officers' Reserve Corps Training Camp"

Writes the Editor of the Magazine from Fort Myer

Dear Grahame:

So much has appeared in the papers about the Officers' Reserve Corps Training Camps that it seems like "carrying coals to New Castle" for me to try to give the readers of the MAGAZINE my observations at Fort Myer. However, you may find in the following paragraphs something of special interest as coming from one Baltimore and Ohio employe to the thousands of others in the big family.

You remember that I reported under orders on the first day of the Training Course, May 14. It was a busy day, too, my activities ranging from the claiming of a cot in the Regular Army barracks to the taking of the first prophylaxis against typhoid and a "shot" of vaccine against small pox. But the efficiency of the arrangements made by our regular Army instructors for the induction of twenty-five hundred men into training life, was, in my mind, marvelous. To the eye of the newcomer there appeared to be scarcely a hitch in the program and the morning of the day following our arrival saw us wrestling with the regular schedule of reveille, mess, drill, etc.

We were divided into fifteen companies, the divisions being made according to the alphabetical order of our names. This placed Herbert Stitt, our MAGAZINE artist, in the Thirteenth Company and me in the barracks right next to his. You can imagine how busy we have been when, notwithstanding our friendship and close proximity, we have seen each other only three times during the three weeks that ended today.

The schedule that we have been following recently is about as follows: 5.20 a. m., reveille; 5.30, first assembly (this formation takes only about five minutes, but in the following twenty-five there is plenty to do in the way of washing, fixing up quarters, etc.); 6.00 breakfast; 6.30 to 7.00 general policing or fatigue duty—in plain words a thorough cleaning of barracks and surrounding property—7.00 second assembly and from then until 11.45 continuous drill, hiking, exercises, etc.; 11.45 to 12.15 brief rest period for washing, etc.; 12.15 dinner, followed by rest or odd job period until 1.30; from that time until 4.30 drill and lecture on the field; 4.30 cleaning rifle (a long, mysterious and tedious operation for a rookie), shining shoes and generally getting in shape for the dress formation of the day, retreat, at 5.30; this latter is an impressive ceremony and includes the firing of the sunset gun, the lowering of the colors and the playing of the Star Spangled Banner. We have had it now each day for three weeks, but it never fails to thrill with its impressiveness. This is followed by a brief inspection of arms and equipment and at 6.00 o'clock we have supper back in the barracks. The study period from 7.00 until 9.00 is not an optional one, but under supervision. And from 9.00 until 9.45 you can bet that our time is well occupied in writing letters and preparing for bed, for at taps, at 9.45, all lights are out, voices hushed and most of us sleeping a dreamless and well earned sleep.

That schedule is a pretty hard one even for a railroad man, but in actual performance it has all the ear marks of the efficiency of our commanding officers. To illustrate—we are cautioned to lie down or take our ease in some way whenever the command "rest" is given and to

save ourselves to the greatest possible extent.

The Baltimore and Ohio in Baltimore is well represented in the camp. Elphinstone, former assistant night yardmaster of Mount Clare, went over with me, and Campbell, former supervisor of passenger operation, is in No. 2 barracks, just opposite mine. Linthicum, of the paymaster's office, has, I understand, already won temporary spurs as captain of his company for a week; Leigh, son of our general superintendent of police, is right guide of his company this week, and Wight, former assistant division engineer of the Baltimore Division (who has been commissioned as captain) is taking the same rookie drill as the rest of us. Our employes will also be interested to know that one of Mr. Willard's sons is working for his commission along with the other twenty-four hundred odd at Fort Myer.

From what I have heard, the personnel of the men at Fort Myer stands favorable comparison with that of the other camps. For instance, in our company of two hundred and ten men, eighty per cent. had military training before they came here. We also have twelve ex-regulars, most of whom have been top-sergeants during their service. Of the six men in my little corner of the barracks one served his enlistment in the regular Army and in addition saw five years' service in the quartermaster's department of the Navy. Two were with the Yale Battery at Tobyhanna, Penn., last year, another, a Princeton man, was with Battery "A," of Baltimore, at the same place, and the last, a Lehigh graduate, has had considerable National Guard experience. Naturally, I feel very much a "rookie."

This letter is getting so long that I cannot tell you one-tenth of what I would like to. Let me say in conclusion, however, that the opinion is often emphatically expressed by our regular Army instructors that the efficiency of the new National Army will depend very largely on the measure of the success of us hopeful officers. From peace-loving, peace-thinking, peace-wanting United States to a quick, large and effective participation in the great struggle abroad seems a big step. Many of us (not nearly as many, however, as would like to) will have to help bridge this step. Hard work, seriousness, firm conviction that our National policy is right and quiet determination to do our bit, are the orders of the day each day at Fort Myer. More later.

Sincerely,

ROBERT M. VAN SANT,
Rookie No. 1469.

(Erstwhile—Editor EMPLOYES MAGAZINE.)

Safety a Necessity

MOBILIZATION of all our resources is the first great problem confronting our country. It must be solved by the arteries of transportation.

¶ Upon railroad employes rests the immense responsibility of seeing that these national arteries suffer no injury by obstruction, interruption or decreased power.

¶ "The whole nation must be a team in which each man shall play the part for which he is best fitted," said our President in a recent proclamation. It is of vital importance that the time of the employe be not lost through injury resulting from careless or unsafe practices—his services are required to help solve the nation's problem.

¶ The specialist at the machine is as important as the specialist at the front.

"Safety First" for the Nation's Sake

Efficient Station Service the Keynote to Claim Prevention

It has been well said "that if we take care of the freight, the *claims* will take care of themselves."

See that all shipments signed for are received in their entirety, in good order and marked in accordance with shipping ticket.

Handle shipments as though they were your own. Damages due to rough handling, by being gouged or torn with stevedore hooks, dropped from trucks, thrown from top of some other shipment, struck by blade of truck, and those caused by goods being shipped in defective cars, such as those with leaky roofs, nails in sides or floor, defective doors, holes in floor, etc., are costly.

Ninety per cent. of the shipments loaded out correctly reach destination promptly. Exercise care to see that shipments are loaded out of your station in proper car (initial and number of car to be placed on shipping ticket), contents of car properly stowed (heavy shipments on bottom) and contents of car broke down before being sealed. *Way cars* should be loaded in station order to assist the conductor in making full and prompt delivery and also to assist him in making time over the road.

Assign a reliable employe to look after seal record of in and outbound cars. Complete and reliable seal records are important in intelligently handling claims, and should receive preferred attention.

Caution your unloading clerk to use care in checking out shipments and insist upon the necessary notations, such as marks on shipment, damage, robbed, etc., being made. See that exceptions noted are promptly reported on prescribed form to those interested.

Furnish each of your platform men with an identification button, so that they can promptly determine when an unauthorized person is on the platform and order him off, possibly preventing loss of part or entire package.

See that you get a receipt for all freight delivered. If at any time there is a question in your mind as to ownership, or authorized drayman, consult your superior for instructions. *Do not take a chance.*

All shipments received in bad order should be recoopered promptly, to prevent further loss and damage.

Hold meetings of your force and discuss the various irregularities that come up from time to time and arrange to avoid them in the future. Rules or words will not prevent claims. Care and attention will prevent errors and omissions and the claims will take care of themselves. The number of complaints and claims against your station is a good guide to the number of errors and omissions for which you are responsible. Avoid them.

Yours for prevention,

C. C. GLESSNER,

Auditor Freight Claims.

The Part of Fuel Economy in National Defense

Some of the Many Things that Should be Done to Effect Immediate Fuel Economy

To All Locomotive Engineers and Firemen:

All consumers of coal, railroads, industrials, public utilities and individuals, are confronted with an extraordinary measure of difficulty in their attempt to secure an adequate supply of fuel.

The President, in his special message to Congress, appealed to the miner, to the men who run the railroads of the country, to the managers of industries and to direct consumers, to conserve the resources of the country to the fullest possible extent.

Both the Council of National Defense and the American Railway Association's Special Committee on National Defense have issued appeals to all of the railroads of the country to conserve motive power, to avoid waste of fuel, to increase car efficiency and to obtain maximum train loading.

Realizing the gravity of the situation as regards fuel supply, and further realizing the possibility of eliminating waste in the use of fuel, the following suggestions are given:

To Locomotive Engineers:

1. If your fireman does not employ the best practice, instruct him yourself and ask the road foreman or supervisor of locomotive operation to have a friendly talk with him, setting him right.
2. Advise the fireman as to grades, shut-off points, the length of time it is probable train will be held in side-tracks, etc., and explain to him your manner of handling the injector, so that he can fire accordingly.
3. Endeavor to work your engine at the shortest practical cut-off at all times, so as to obtain the full expansive force of the steam used.
4. Endeavor to feed the boiler uniformly, and do not allow the water level to rise so high that the effectiveness of the engine or the superheater will be destroyed.
5. Study the condition of your locomotive on each run, endeavoring to definitely determine all defects that result in waste of steam or coal, reporting in writing on work report on arrival at shop or enginehouse.

To Locomotive Firemen:

1. Break all large lumps of coal, so that no coal will be wasted by firing such lumps.
2. Keep the deck clean.
3. Do not permit coal to waste off the gangway.
4. Close the fire door after each scoopful of coal is fired.
5. Do not slug the fire.
6. Three or four scoops to a fire, even with the largest engines, give the most economical results.
7. Do not shake the grates except when absolutely necessary, and then only slightly.
8. Do not rake the fire except to fill a hole or break up a bank. When engine is drifting, fire only sufficient amount to maintain fire in proper condition.
9. Study the problem of proper firing. Read booklet "Good Firing," Form 2403 Rev., just issued, which may be obtained free upon application to your Road Foreman of Engines. Talk about it with other firemen.
10. Inform your engineer as to any defects that may exist in connection with the grates, shaker arrangements, firing tools or stoker apparatus, in order to make sure that proper report of same will be made.
11. Get all the pointers you can from your engineer, and practice the principles of proper firing as your share in helping to solve the fuel problem.

The above suggestions, if carried out in a thorough and conscientious manner, will result in effecting such saving and conservation of the fuel supply as will reflect to the credit of each individual contributing thereto, and will represent in the fullest sense an adequate and patriotic answer to the call of the President and the Council of National Defense, as well as assist in reducing the rising cost of transportation, of which fuel is, with the exception of wages, the largest single item.

Two Representative Chicago Terminal Employes

Track Foreman E. J. O'Connor and Carpenter Foreman Samuel R. Ball

By Roy G. Clark

Assistant Abstracter, Chicago Terminal

E. J. O'CONNOR entered the service of the Chicago Terminal on June 11, 1905, as track foreman at Hammond. Five years later he was placed in charge of the work at East Chicago yard and at various times has been extra gang foreman in that territory. He is at present track foreman in the East Chicago district, embracing East Chicago yard, the largest on the Chicago Terminal, and in a very complicated industrial territory.

Mr. O'Connor has had charge of re-laying all the rail on the entire line between Dolton and Pine Junction and also on the Whiting line, as well as the supervision of all railroad crossings in that district. To one familiar with the situation in and about Hammond and East Chicago the magnitude of this work is at once apparent. In addition to this a complex net-work of switching leads, joint industrial tracks and private industrial sidings makes Mr. O'Connor's territory entirely different from that of the average track foreman. With many joint ownerships involved, he must not only be a good track man, but must have



E. J. O'CONNOR AND HIS TRACK GANG. MR. O'CONNOR IS INDICATED BY (X)

a comprehensive knowledge of the trackage and ownership rights of the various railroads involved in that district.

Mr. O'Connor is a representative track foreman because he successfully fulfills these three essentials: first, he is a good track man and practices "Safety First;" second, he realizes the value of clear and concise reports and the necessity of sending them in promptly; third, he is always genial and courteous, a valuable asset to any railroad serving a large number of industries who require considerable track work done for them.

Carpenter Foreman Samuel R. Ball



CARPENTER FOREMAN SAMUEL R. BALL

"MY picture in the MAGAZINE!" Mr. Ball exclaimed, when asked for a photograph. "Why do you want *my* picture? I've never done anything wonderful; just tried to do my duty and give the best that was in me." And that was why we particularly wanted Mr. Ball's picture; *because he gave the best that was in him.*

Samuel R. Ball, like all good novelists, poets and carpenters, was born in Indiana, the favored city being South Bend and the date May 30, 1850. When three years old he moved to Walkerton, anticipating the Baltimore and Ohio at that point by about twenty years. He held positions with different companies there, being at various times a telegraph operator, a carpenter shop foreman and a contractor's helper. On June 17, 1891, he entered the service of the Baltimore and Ohio as a carpenter at Walkerton; on June 4, 1904 he was made carpenter foreman, the position which he held until 1911, when he was transferred to the Chicago Terminal as carpenter foreman, his present position.

Mr. Ball is a true railroad man. Twenty-six years of continuous service have made the Baltimore and Ohio a vital part of his life; you can't talk to him for five minutes without his mentioning some phase of his work. He believes that being a carpenter foreman does not mean merely the repairing of crossing plank, fences, buildings and the like; but that it also means the keeping of such records and the making of such reports that the work he does can always be identified, a very important point, as every accountant will testify. With this end in view Mr. Ball has for many years kept a complete diary of his daily work and has preserved copies of all of his reports for the same period. This work has all been done outside of his working hours and represents a small part of what he modestly calls "giving the best that was in me."

The President's Message to Railroad Men

"TO THE MEN who run the railways of the country, whether they be managers or operative employes, let me say that the railways are the arteries of a nation's life, and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power."



Promotions, Changes and Other Items of Interest Picked Up Along the Line of Road

New Steamship Line Between Baltimore and South American Ports Starts Service

A NEW steamship line between Baltimore and South American ports has been established by the Baltimore-South American Navigation Company, service beginning with the sailing of the steamship "Senta" from our Locust Point Terminals on May 30. The cargo was assembled by our road through its traffic organization, from points reached by our lines and by connecting railroads.

The permanence of the new steamship line is indicated by the fact that later sailings are being booked. The second sailing will be the "Kirishimazon Maru," which will sail from Baltimore for Buenos Ayres on June 20.

Business interests regard the new steamship line as one of the most stimulating influences which Baltimore has experienced since the beginning of the extensive industrial development two years ago, when plans covering an expenditure of more than $50,000,000 were decided upon. The inauguration of the regular South American service stands out, in fact, alongside of the projecting of the first railroad in 1827 and the first trans-Atlantic steamship from Baltimore, in 1858. It will mark a new era in Baltimore shipping by bringing the important trade centers of the east into direct transportation connection with the principal ports of South America.

Announcement to Baltimore business interests of the new steamship line was first made by vice-president Thompson, on the occasion of an inspection of the Railroad's terminals by the members of the City Club last winter.

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Changes in Transportation Department

EFFECTIVE June 1 W. G. Curren, formerly assistant general superintendent of transportation at Cincinnati, became superintendent of transportation at Baltimore, and E. W. Hoffman, assistant superintendent of the Toledo Division, was promoted to assistant superintendent of transportation at Cincinnati.

Mr. Curren's appointment fills a position left vacant a few years ago, when J. R. Kearney was advanced from superintendent to general superintendent of transportation, to succeed C. C. Riley,

deceased. The title of assistant general superintendent of transportation at Cincinnati will be abolished with the promotion of Mr. Hoffman to assistant superintendent of transportation there.

Mr. Curren is a native of Webbs Mills, N. Y., and was born on April 12, 1881. After filling various positions with the Pennsylvania, Erie and the Kansas City Southern railroads, he entered the service of the Baltimore and Ohio in March, 1912, as assistant superintendent in the Transportation Department, two years later becoming assistant to the general superintendent of transportation. Later he was made assistant general superintendent of the same department, with headquarters at Baltimore.

Mr. Hoffman was born on October 9, 1877, and entered the service of the Cincinnati, Hamilton and Dayton Railway as general yardmaster at Indianapolis, on February 20, 1908. He was next made trainmaster and became supervisor of transportation of the Baltimore and Ohio at Baltimore, on February 10, 1913. He was advanced to assistant superintendent of the Toledo Division in December, 1914.

Baltimore and Ohio Represented at Rotary Club of Newark, Ohio, Exhibition

THE Rotary Club of Newark held a Merchants' and Manufacturers' Exhibition during the week of May 28. Each member took it upon himself to dispose of one booth, and superintendent Stevens donated his to our passenger department.

General passenger agent Squiggins sent D. G. Bates, of Chicago, and J. C. Kelly, of Cincinnati, advertising agents, and city ticket clerk J. C. Strickenburg, of Chicago, to take charge of the booth. W. C. Wilson, our ticket agent at Newark, also aided in the work. Messrs. Bates and Kelly are the gentlemen in the accompanying picture. The Baltimore and Ohio received some splendid advertising through this exhibit.

W. E. Hampton Leaves the Service

AFTER nine years of service W. E. Hampton, of the Commercial Development Department and secretary-treasurer of the Baltimore and Ohio Trapshooting Club, has severed his connection with our Company



OUR EXHIBIT AT THE MERCHANTS AND MANUFACTURERS' EXHIBITION OF THE ROTARY CLUB OF NEWARK, OHIO

to take a position with the American Refractories Company, which, largely through the efforts of our Commercial Development Department, has established a plant on our tracks in the Curtis Bay District.

The best wishes of Mr. Hampton's business and shooting friends go with him to his new work. May his efforts always be rewarded by a perfect score!

O. L. Eaton Appointed Transportation Expert at Officers' Reserve Corps Training Camp

TO become transportation expert at the Officers' Reserve Corps Training Camp, Fort Myer, Virginia (representing the Baltimore and Ohio), O. L. Eaton, superintendent of the Connellsville Division, has been relieved of his duties. The appointment is effective at once.

Mr. Eaton has had broad training in railroad operation, which ably fits him for his duties as an instructor of the officer students, at the same time enabling them to secure a working knowledge of dispatching trains, keeping traffic moving and other phases of railroad work vital to the efficient handling of the country's transportation in time of war.

M. H. Broughton, formerly superintendent of the Illinois Division will succeed Mr. Eaton at Connellsville.

Ross Mann, superintendent of the Wellston Division, is appointed superintendent of the Illinois Division.

E. J. Carrell, who has been district engineer maintenance of way of the Southwest District, becomes superintendent of the Wellston Division.

New Medical Car Placed in Service

A MEDICAL car fitted with special features necessary for the examination of employes in train service has just been completed. It will be used by the chief medical examiner and his staff, and is designed as a traveling office for the Medical Department. It will be used for the examination of new employes entering the service in any branch requiring perfect vision and hearing, and for the periodical examination of employes already in the service. The car is equipped with special appliances for testing the color sense of men who have to observe color signals, and may be darkened in order to test them as to their accuracy in observing signals at night. Special provision has been made for examining telegraph operators and agents as to their hearing. The car will be both the office and living quarters of members of the medical staff while they are traveling on business. A blue cross has been painted on its sides to distinguish it from our regular equipment.

Arthur C. Spurr Promoted

ARTHUR C. Spurr has been appointed chief of the Facilities Bureau of the Commercial Development Department, to succeed A. C. Clarke, who was recently promoted to assistant engineer of surveys. Mr. Spurr was formerly connected with the Operating Department, in various capacities. He was transferred from Youngstown, Ohio, where he has been assistant yardmaster.

He is a native of Valley City, North Dakota, and was born on August 27, 1889. He was graduated from Yale University, later studied law and was admitted to the bar in Connecticut. He entered the service of the Baltimore and Ohio on October 1, 1913, as a student employe of the Operating Department.

Baltimore and Ohio Debating Club Had Successful Season

ON May 8 the Rev. Harry C. Armstrong, of Baltimore, delivered an address to the Debating Club on "Gesture, Its Proper Place in Public Speech." Mr. Armstrong is a speaker of marked power and his address was a revelation to those who had previously failed to appreciate what lay behind this subject. At the con-

clusion of the address the members of the Club and the others present turned themselves into human interrogation points and fired questions at the worthy minister, who showed himself a master of his subject and came back with illuminating answers. Mr. Armstrong also spoke of the essentials needed by a public speaker and laid special weight on vocal expression, change of pitch, inflection, touch, color and movement. His real text was "Natural Action as an Outlet for Thought."

The concluding session of the Club for the season, on May 15, was devoted to a spirited debate on the subject:

"*Resolved:* That the raising of an army by draft is preferable to depending upon volunteer service."

The draft side had slightly the better of the argument and won the decision of the chairman on a tie vote. Those participating were: *Draft*—Messrs. Trageser, Horlebein and Wuster. *Volunteer System*—Messrs. Phillips, Reilly and Gardner.

The club aims to re-open in the fall with deeper interest. All of those who finished the course were loath to close, but it was realized that hot weather would interfere with the work.

Dr. Parlett, chief of the Welfare Bureau, has written to H. Irving Martin, of the auditor freight claims' office, thanking him for his efforts and congratulating him upon his success in making the weekly meeting of the Debating Club interesting and profitable to the members. Mr. Martin has been the leading spirit in the Club since its inception and the members are deeply grateful to him for the series of talks on "Business Elocution" that he has delivered. Every member will agree with Dr. Parlett when he says, "You are doing a most commendable and self-sacrificing work and one that will live long in the minds of those to whom you have devoted your time and talents."

Flag Raising at Locust Point on Memorial Day

MEMORIAL DAY at the Locust Point yards was observed by a flag raising ceremony. It was the nineteenth anniversary of the flag raising held by our Locust Point employes in the days of the Spanish American War.

The flag was purchased with the contributions of the yard employes and raised upon a one-hundred foot staff presented by the McLean and Kerbaugh Contracting Companies.

The speakers were the Rev. J. Wynne Jones, W. A. McCleary, Walter A. Cox and Hon. William F. Broening. Miss Sylvia Buckman sang "If I Had a Son for Each Star in Old Glory" and "America, Here is My Boy," and Mr. Thomas F. McNulty, Sheriff of Baltimore City, sang "The Star Spangled Banner." T. E. Stacy, of the Riverside Y. M. C. A., was on hand with his cornet to lead the



A LARGE AND ENTHUSIASTIC CROWD ATTENDED THE MEMORIAL DAY FLAG RAISING AT LOCUST POINT



LITTLE MISS DORIS HARNE, THE LEADING LADY OF THE FLAG RAISING CEREMONIES

singing of "My Country 'Tis of Thee," with which the ceremony began, and the hymn, "God Be With You 'Til We Meet Again," with which it closed. The Rev. Jones pronounced the benediction.

Miss Doris Harne, who had the honor of releasing the banner to the breeze, while the Fourth Regiment men present fired a salute to Old Glory, is a niece of yardmaster McCleary.

Passenger Service Curtailed as a War Measure

ACTING on the recommendations of the War Board, the Baltimore and Ohio is preparing to curtail its passenger service so far as is possible, and with the least inconvenience to the public, in order to keep its main lines in the industrial districts and coal regions unencumbered for the movement of foodstuffs, supplies and materials of all kinds required by the Government as well as the public, and in order that there may be sufficient equipment to handle this traffic in any emergency. The curtailment of passenger service will release a large number of cars and locomotives that can be utilized in the interest of national defense.

The recommendations made by the War Board will place a large burden upon the railroads as they will result in the removal in some instances of passenger trains which, while they must of necessity come off, have been a source of large earnings to the companies. This sacrifice must be made for the cause of the nation.

P. H. Lantz Appointed Commercial Agent at Philadelphia and Succeeded by L. C. Sauerhammer

EFFECTIVE June 11 P. H. Lantz, chief clerk to J. M. Davis, vice-president operation and maintenance, was appointed commercial freight agent at Philadelphia, with offices in the Widener Building.

To fill the position made vacant by Mr. Lantz's promotion, L. C. Sauerhammer has been promoted. Mr. Sauerhammer entered the service on December 9, 1899, as supervisor's clerk at Piedmont, West Virginia, and for eleven years served in various clerical capacities in the Maintenance of Way Department. In September, 1911, he entered the Operating Department as chief clerk to the superintendent of the Baltimore Division, and on July 1, 1913, was placed in charge of the Bureau of Federal and State Commission Reports. In February, 1916, he was made chief clerk to the general manager, at New York, the position he filled until his recent promotion.

Are You Doing Your Bit?



Baltimore and Ohio Employes Magazine

■

*Robert M. Van Sant, *Editor*
Arthur W. Grahame, *Associate Editor*
*Herbert D. Stitt, *Staff Artist*
George B. Luckey, *Staff Photographer*

*On furlough attending Officers' Reserve Corps Training Camp

Registration Day

JUNE 5, 1917, will be looked back upon as one of the great landmarks in American history, as a day comparable with that April day in 1775 when the Minute Men of Massachusetts fired the shot that changed the course of our history and the equally memorable July day in 1863, when Pickett's gallant charge broke down at Gettysburg and the Union was saved—as the day upon which occurred the registration for National service of all men between the ages of twenty-one and thirty-one.

It was not because men were drafted for the army that the event was an important one—men were drafted after the volunteer system broke down during the Civil War. It was momentous because at last the nation had formally recognized the principal that the citizen who accepts the benefits of a democratic government also accepts liability for service to that government, whenever and in whatever capacity *the Government* may decide.

Many people look upon selective conscription merely as a means of getting men for the army. It is much more than that. It is the selection of men for service, not only for military service, but for industrial and agricultural service as well. Under the volunteer system many of the men who enlist would be more valuable in their usual occupations than on the firing line. The man who is a conspicuous success in civil life may prove to be an equally conspicuous failure as a soldier. This is no reflection on the man's character—many a good soldier would make a poor lawyer or carpenter. Selective conscription takes the man best fitted for military service and sends him to the front. It sends the man best fitted for industry back to industry. The man so returned to his usual occupation is quite as much a soldier of America as is the man who dons the uniform. His responsibility and his liability for service is the same. He is merely serving in a different branch of the industrial and military army of the Republic.

Registration Day was important in another way. It marked a victory for the men who for the last three years have been fighting hard for Universal Military Training and Service. Selective conscription and universal training are not the same thing, but the step in advance is a long one. If a Universal Service law had been passed three years ago we would today have a larger army of trained men than that composed of 500,000 raw recruits which will be called to the colors in September. We would have trained officers for the army, instead of having to rely upon the hastily organized training camps which, at the cost of great sacrifice by many of the patriotic men who volunteered for them, are expected to turn out the company officers for the first National army.

But this is no time for talking about

DON'T BE A SLACKER

what might have been. America's job is to raise an army as quickly as she can, train them and get them into the trenches at the earliest possible moment. It is also her job to equip and supply that army, to help our Allies in every way possible and to conserve our resources for what may be a long war. With a contract of this size on hand every American, whether or not he is selected for military service, can surely find something useful to do.

We will win the war. There can be no doubt about that. And when the war is over we shall hear that it was the last war—that there will never be another. But if we are wise we will take heed from the lessons of the past and prepare ourselves. Universal Military Training and Service spells real preparedness against future war.

—

The Liberty Bond is Gilt-Edged

By Roger Babson

I AM subscribing to the Liberty Loan as a good investment, irrespective of any patriotism. If more people would take these bonds as a pure investment, they would be very much better off than in using the money for other things which they would probably buy. These Liberty Loan Bonds are as secure, and should be as liquid as any savings bank account, while they yield 1½ per cent. more than a regular checking account. I don't know of any place a person could put his money with such safety, get such a high rate of interest, and be able at any time to get his money out again, as through these Liberty Loan Bonds.

I think that a great many people forget the convertible feature. This possibility of being able to convert the bonds into 4 per cent. or 4½ per cent. bonds, or perhaps 5 per cent. bonds makes them exceedingly attractive. I really think that so much has been said about subscribing to these loans as a "duty" that people have almost forgotten them as an investment and have looked on the purchase of them more as they would a contribution to the Red Cross or the Belgian fund. I am interested in the Liberty Loan Bond issue as an *attractive investment*, especially for people of limited means who otherwise are very liable to get "stung" and lose half their savings through "Get Rich Quick" schemes.

—

The Sporting Spirit

THE German raises his clenched fists to heaven and calls upon God to punish England. He sings his hymn of hate to the accompaniment of the roar of his great guns.

Tommy Atkins, in his trench on the other side of "No Man's Land," crawls into his bomb proof and lights a cigarette. "Just a little morning hate," he remarks: "I'll get that blighter later." And he usually does.

That is the difference between the war spirit of England and of Germany. Which shall we choose?

The English, of course. Like the British we are a nation of sportsmen. We will fight hard and inflict as much damage upon the enemy as is by fair means possible. We will 'see red' while we are fighting—but we will fight fair as we have played fair. We will make Kaiser Bill feel the weight of Uncle Sam's big fist and banish the Hun to his proper place in the animal kingdom—but we won't waste our time and energy in singing hymns of hate. A stirring Sousa march will take us further on the road to Berlin.

HELP WIN THE WAR

Home Dressmaker's Corner

Sun Bonnets are all the Rage Since the Women of the Country Have Gone in for Gardening

THE government has advised every citizen who has a plot of ground to go in for intensive farming, no matter on how small a scale. The country will be affected by a serious food shortage if every opportunity possible is not used to till the soil. Of course, gardening without a sun bonnet is no pleasure at all, hence the demand by women, who are doing their own sewing to economize for the soldiers, for models that are practical, not forgetting the attractive feature. Two designs which will be well-liked are shown here. One yard of 27-inch material will be sufficient for either bonnet and design A may be made with a straight or scalloped edge, while B is designed to be finished with scallops.

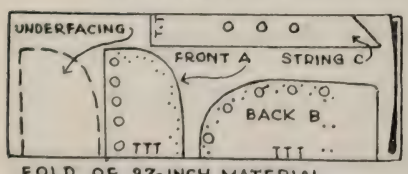


To cut bonnet A fold the material as shown in the cutting guide and place the front on the lengthwise fold of material, with the underfacing to the left of it. The string has the straight edge running parallel with the selvage of the goods and the large "O" perforations rest on a lengthwise thread. The back rests on a lengthwise fold.

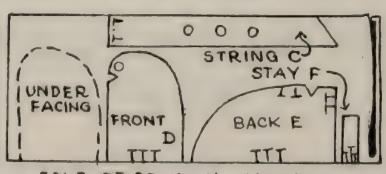
The front and back of bonnet B are placed on the lengthwise fold of material, with the facing to the left of the front and the stay to the right of the back. The string has the large "O" perforations resting on a length-

CUTTING GUIDE 5029

BONNET A



BONNET B



wise thread, the straight edge being placed on the selvage.

If bonnet A is to be made, first stitch a casing underneath the back along crosslines of small "o" perforations and insert elastic. Bring corresponding large "O" perforations in front and back together and tack. Plait upper end of string bringing "T" perforations to small "o" perforations and fasten underneath bonnet at large "O" perforation in front section.

To make bonnet B, first gather the front and lower edges of back section between double "TT" perforations. Sew front to back, notches and centers even. Adjust stay to position underneath gathers at lower edge of back. Plait upper end of string bringing "T" perforations to small "o" perforations and tack to position underneath front section at large "O" perforation.

The bonnet may correspond with the garden or bungalow apron. Gingham, chambray, cretonne and similar materials are used for garden aprons and while the most popular designs are simple in effect they are always picturesque.

SUN BONNETS No. 5029. Sizes, small, medium and large. Price, 15 cents.



SKETCH No. 1



SKETCH No. 2

"Color" is the Keynote in Dresses

Sketch No. 1

There never was a season when color played such a prominent part on the stage of dress as it will play during the coming summer. "Brown-eyed" beauties will revel in gold shade, peacock blue and deep blue greens that set off their complexions, rose and fuchsia shades. "Miss Blue-eyes" will lose her heart to the new Dutch and soldier blues, lighter greens, magenta and Burgundy. The frock of gold silk crepe de chine pictured to the left is smart, straight and simple. The skirt is shirred to the long-waisted bodice and what trimming there is is expressed in embroidery done in chiffon cloth. In medium size the design requires 5 yards 44-inch silk crepe de chine with ¾ yard of all-over embroidery.

Dutch blue foulard in bordered effect makes up the second model with the slip-over blouse. The skirt is plaited on either side of the front panel and the blouse is held in with a narrow belt of self-material. Six yards of 40-inch bordered silk make the costume.

FIRST MODEL: *Pictorial Review* COSTUME No. 7158. Sizes, 14 to 20 years. Price, 20 cents.

SECOND MODEL: COSTUME No. 7136. Sizes, 16 to 20 years. Price 20 cents.



SKETCH No. 3

Frocks of Engaging Originality

Sketch No. 2

If you would have your summer tailleur faultless in its chic, look well to the plaited peplum, contrasting stitchings, straight skirt, bone buttons and wide collar, for these are the things that count for perfection. The effective costume pictured first is in blue silk poplin trimmed with chenille stitched satin. A deep band of the satin trims the lower edge of the skirt and the sleeves, belt and collar facing are of the same decoration. In medium size the suit requires 5 yards 48-inch poplin and 2 yards of fancy satin.

The second model perfectly characterizes the simple modes. It is developed in Chartreuse men's wear serge, the jacket being fitted into the waistline and having a deep peplum. The stitching which trims the jacket is done in coarse black silk threads. Medium size requires 5¼ yards 54-inch material.

First Model: *Pictorial Review* Jacket No. 6666. Sizes, 34 to 44 inches bust. Price, 20 cents. Skirt No. 7086. Sizes, 24 to 36 inches waist. Price, 20 cents.

Second Model: Jacket No. 7018. Sizes, 34 to 44 inches bust. Price, 20 cents. Skirt No. 6844. Sizes, 22 to 34 inches waist. Price, 15 cents.

Gay in Color; Smart of Cut

Sketch No. 3

The tailored suit divides itself frankly into two types this season, one for sports and one for dress. Great prominence is given to the sports costume because of its unusual coloring and excellence of cut. Plain and figured sports silk are combined in this design, the plain skirt accompanying a blouse that is plaited at either side to give the front a panel effect. Collar and belt correspond with the skirt. Medium size requires 4½ yards 36-inch figured and 3¾ yards 36-inch plain silk.

Pictorial Review Blouse No. 7172. Sizes, 34 to 44 inches bust. Price, 20 cents. Skirt No. 7128. Sizes, 24 to 36 inches waist. Price, 20 cents.

Superlative Simplicity

Sketch No. 4

Frocks of superlative simplicity lead in interest because their development is so varied. It is not always easy to achieve simplicity inexpensively, however. The model illustrated today is fashioned in rookie linen, trimmed with black and white striped linen. It is an unusual combination, and distinctive. The straight skirt is gathered to the straight waist with V-shaped neck, the buttons and pockets being of self-material. Six yards 36-inch plain and 1 yard 36-inch striped linen are required to make the costume.



SKETCH No. 4

Pictorial Review Dress No. 7154. Sizes, 14 to 20 years. Price, 20 cents.

Women's Committee of the Council of National Defense Organizes Child Welfare Department

MISS Julia Lathrop, head of the Children's Bureau of the Department of Labor, has been asked to head the child welfare department of the women's committee of the Council of National Defense.

Miss Lathrop has investigated the war-time condition of children in Europe and Canada and through her studies is in a position to furnish valuable information to mothers and others interested in child welfare in this country.



The Needleworker's Corner

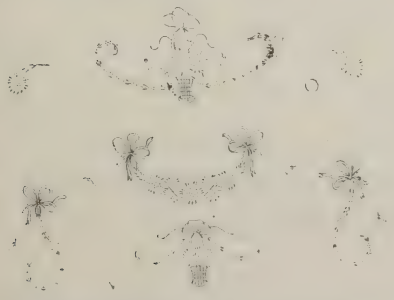
Embroideries for Camisoles, Sashes and Aprons

By Alice J. Kuehn
Courtesy "Pictorial Review"

ALTHOUGH fabrics of sheer texture have become so universally popular as to be worn by many even during the winter months, their absolute reign really begins with the advancing summer season.

The diaphanous materials of which so many of the dainty blouses are fashioned, naturally demand underwear more elaborate of construction than it would need to be if it were invisible. A rather amusing feature often observed, is that the camisole is more lavishly embroidered or lace trimmed than the outer garment. It is an undeniable fact that simplicity has practically departed from these garments. Or if simple lines and trimmings are employed hand-embroidery generally supplies the so highly valued touch of exclusiveness, which increases its value.

Now we have arrived at the subject to be discussed, hand-embroidery. Fortunate is the woman who can ply the needle. She can indulge in the possession of all those dainty pieces of lingerie



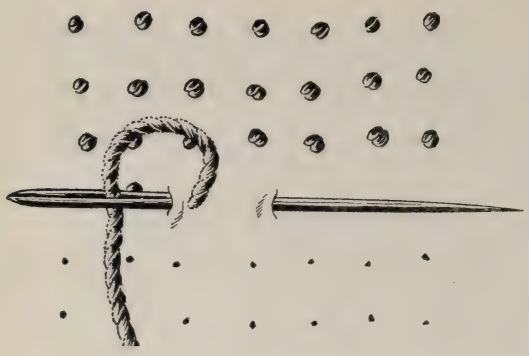
No. 12291—MOTIFS FOR CAMISOLES, ETC.



No. 12351—FOR SASH DECORATIONS

without taxing her purse to the limit. Silk or cotton crepe is most effectively adorned with embroidery made in French knots and lazy daisy stitch. A very pretty design for this purpose is shown here in the first illustration. The festoon with the ribbon bow-knots as well as the one with the small basket would be charming for the front of a camisole which slips on over the head. For a garment which closes in front, the scrolls and small sprays may be used. Light blue is used for the bow-knots, which are worked in outline stitch, and light green for the stems and leaves. The latter are embroidered in lazy daisy stitch. The little roses are made of French knots in 2 or 3 shades of pink. The design may also be adapted to aprons or fancy articles, for which these graceful garlands provide just the right touch.

It may be effectively adapted to a sash made of black satin ribbon about 9 inches wide. The motif 8 inches wide is used for each end of the sash. Above this motif, two rows of the border extended upward to about 16 inches. The embroidery is developed in steel beads and



black Rope silk. On fabrics for which bead-embroidery does not seem suitable, French knots may take the place of the single beads and satin stitch worked either in silk or cotton floss may be used for the solid embroidery.

The second design is of an entirely different character. As it contains several of each of the 3 motifs and 3½ yards of banding 4 inches wide, this pattern will be found useful for more than one purpose.

No. 12291—Design stamped on dotted swiss for an apron, with colored embroidery cotton, 60 cents.

No. 12291—Transfer pattern, blue, 15 cents.

No. 12351—Transfer pattern, blue or yellow, 20 cents. Pattern contains 7 each of 3 styles of motifs, 5, 6 and 8 inches wide, and 3½ yards of 4 inch wide border.

Pictorial Review patterns on sale by local agents.

Your first patriotic duty—Buy a Liberty Bond!

What the American Woman Can Do to Help Win the War

"WHAT can I do to help win the war?" wonders the American woman.

There are several things that she can do.

If she happens to live in a city where there is such an organization, she may join one of the Women's Defense Leagues, don khaki and learn rifle shooting and military drill. This is romantic and picturesque, but not particularly useful.

But there are many branches of work, less romantic, it is true, but vitally necessary, open to the American woman.

First: She can, and should, join the Red Cross. It costs one dollar. For particulars, see the announcement on page 20.

Second: She can cultivate a garden.

Third: She can and must economize. There is no work more important than this.

Secretary of the Interior Lane gives this advice upon the activities of women in war time:

"The women of America can do no greater work at this time than to raise their own vegetables, can their own fruit, prevent waste in their homes, and give impulse and enthusiasm to the men of the land. If they do this they will be doing a good fifty per cent. of the fighting. Why not organize all the women's clubs of the United States into a 'lend a hand to Wilson League,' whose business it will be to carry on a propaganda for the things the nation will need—soldiers, ships, wheat, pigs, beans."

MRS. RAILROADER:

Are you doing your part in helping to win the war? Food saved in America means more food for our allies. Economy is the submarine's most deadly enemy.



SPECIAL MERIT ROLL

Staten Island Division

The following letter speaks for itself, and for extra passenger trainman Brunskill's honesty:

4873 Southfield Boulevard,
Eltingeville, S. I.

New York City, April 25, 1917.

General Manager,
Staten Island R. T. Railway Co.,
New York City.

Dear Sir:

I beg to call to your attention an incident that occurred last week, which reflects considerable credit upon one of your extra brakemen, Charles Brunskill.

I was travelling to Eltingeville on the train that meets the 6.15 p. m. boat from New York, and accidentally dropped my pocket book, containing $197 in bills of small denomination, in the smoking car. Failing to notice my loss until late in the evening; it was only at 8.30 the next morning that I was able to get in touch with Mr. Brennan, the conductor of the train. He informed me that the money was safe, that it had been found by Mr. Brunskill (who was alone in the car at the time he found it) and that the latter had immediately reported the find to him.

I am bringing this matter to your attention in the same spirit of appreciation that I, as an employer of labor, would welcome some reference to a particular act of integrity on the part of one of my employes.

Yours very truly,
Auguste Guerber.

Superintendent Hanlin has written to Mr. Brunskill, expressing the management's appreciation of his action.

On May 4 trainman Thomas Watson, of train No. 103, discovered a defective track condition in Milliken's No. 1, placed red flag and reported the condition to the dispatcher.

On May 6 E. McIntire, master of the tugboat "Baltimore," while laying boat up, discovered the lighter "Weverton" riding under barge "Anna C" and causing damage to the "Anna C." He shifted the "Weverton" to a safe berth.

On April 8 agent Joseph King noticed a defective condition on car in extra west 1633. He notified the dispatcher, who had car inspected at Western Avenue.

At about 5.00 a. m. on May 18 a fire was discovered in a box car in the east end of St. George yard. The alarm was immediately given by John Shepard, operator, tower "A," and fireman Carl White. Yard engines and tug boats responded and had five or six streams on the fire and had it under control by the time the city fire department arrived. This fire occurred in a very crowded section of the yard, and our yard and tug boat men deserve credit for their prompt and efficient work. The following general notice was issued by superintendent Hanlin: "The management wishes to express its appreciation of, and thanks for, the prompt and efficient work of its employes in connection with fire in St. George yard on May 18."

Philadelphia Division

On May 7 assistant supervisor H. W. Routenberg discovered a defective condition on a car in train of extra west 4086. He notified the crew to handle the car carefully and it was set off at Richardson. Mr. Routenberg is commended for his vigilance.

On February 28, at Clay Pit Siding, Broad Run, two cars, one empty and the other loaded with clay, were derailed. Because of damaged track the engine could not rerail the cars, and they were left on the ground to be rerailed next day.

Foreman Grady, with two men and two track jacks, raised both cars, repaired the track and replaced the cars on the rails. Next day the empty was spotted at Clay Pit and the load went to its destination without the delay which would have attended their rerailing by the train crew.

Mr. Grady, in going out of his way to insure a quick movement of these cars, showed an interest in his Company's business which is highly commendable.

Baltimore Division

On May 4 second trick operator J. C. Dougherty, on duty at Bay View Tower, observed a defective condition of equipment on car in train of extra east 4047. He immediately notified the dispatcher at Philadelphia. The train was stopped at Poplar and the trouble corrected.

On May 4 operator W. F. Hill, on duty on last trick at Boyds, Metropolitan Branch, observed a defective condition of equipment on express car 701, in train No. 13. He immediately threw advance signal on train, waving down conductor, and succeeded in stopping train.

On the afternoon of May 9 night foreman B. H. Prenger, while on his way to work, discovered a fire on our trestle in hopper yard, Locust Point. He extinguished the blaze with a bucket of water. If the fire, which was probably caused by hot coals, had gained headway it would have been serious, as this is an important trestle.

Trackman C. G. Biddinger, while working a half mile west of Woodstock on April 25, noticed the defective condition of a car in an eastbound freight train. He notified the crew, who set the car off.

On April 27 trackman O. Porter noticed a defective condition on a car in an eastbound freight train passing Woodstock. He notified the operator, who had the train stopped and car set off at Hollofields. Mr. Porter has been in the service for about eighteen years.

Cumberland Division

As No. 46 pulled into the station at Keyser on April 19, at its usual speed, two small children started to cross the tracks in front of the train, then less than one hundred feet away. Ticket clerk Harry B. Kight, who was standing on the platform, at great personal risk, went to their assistance. He managed to catch the little girl with his right hand and the boy with his left, and to pull them to

Special Service Rendered by Cumberland Division Operators During Month of April, 1917

Name	Location	Irregularity
S. E. Schroder	Hancock	Equipment.
S. E. Schroder	Hancock	"
J. Coyle	Rodemer	"
S. E. Schroder	Hancock	"
J. L. Schroder	Martinsburg	"
C. H. Lovenstine	Piedmont	"
J. L. Schroder	Martinsburg	Hot box.
E. O. Fouch	Mountain Lake Park	Equipment.
O. J. Rash	Hancock	Shifted load.
A. W. Shewbridge	Harper's Ferry	Car derailed.
S. E. Schroder	Hancock	Open door on loaded car.
J. L. Schroder	Martinsburg	Equipment.
J. Coyle	Rodemer	"
S. E. Schroder	Hancock	"
V. D. Twigg	Green Spring	"
S. E. Schroder	Hancock	"
S. E. Schroder	Hancock	"
S. E. Schroder	Hancock	"
V. D. Twigg	Green Spring	"
D. W. Walters	Altamont	"
W. C. Ready	Mountain Lake Park	"
J. L. Schroder	Martinsburg	"
E. H. Gross	Okonoko	"
W. M. Maloney	Newburg	"
E. O. Fouch	Mountain Lake Park	"
G. L. Virts	Oakland	"

safety just as the train reached the spot where they were standing. Mr. Kight's gallant action undoubtedly saved the lives of these children and he is most highly commended.

Engineer V. E. Lynch has been commended for the valuable assistance he gave the fire department in extinguishing a fire at the shops at Hardman, on May 4.

Monongah Division

Mr. Glen Gillum, of Alton, W. Va., while walking to Alexander on May 16, discovered a defective track condition and upon his arrival reported the matter to the agent. The necessary steps to protect trains were taken.

Curtis Gould, fifteen years old, of Alexander, W. Va., walking behind Mr. Gillum, also discovered the condition and reported it to the agent. This is the second time that Mr. Gould has discovered defective track conditions. Once before he discovered one west of Alexander and flagged No. 57.

Superintendent Scott has written to both gentlemen, thanking them for their kindness.

On the evening of May 6 operator D. P. Ferree noticed defective conditions of equipment on two cars in train second No. 94. He succeeded in stopping the train and the defective cars were set off for repairs. He is highly commended for his work on this and another recent occasion.

Superintendent Scott has written to Messrs. Davis and Thomas Smith, the sons of Mr. W. H. Smith, superintendent of the Harrison Mine, at Rosemont, and to their father, thanking them for removing an obstruction from our track near Rosemont on the night of May 1. Their kindness is greatly appreciated.

Wheeling Division

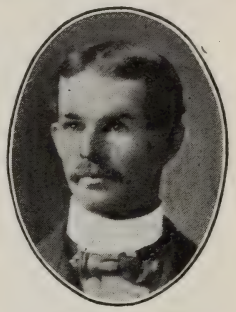
While going to work on a speeder on April 22 operator W. F. Hawkins found a defective track condition one mile east of "CY" Tower and took immediate action to have it corrected.

On May 9 yard brakeman W. B. Brown discovered a defective condition in eastbound main track, Benwood Yard, and immediately notified section forces to make necessary repairs.

On May 11 engineer John Finnegan, with yard engine 1913, observed a derailed car in train No. 91 in Benwood Yard. He is commended for his prompt action in having the train stopped.

Cleveland Division

G. W. Eaton, operator at Boston Mill, is commended for observing a defect on car in train extra 2618 while it was passing his station on April 25. He notified the conductor at Peninsula, who stopped the train and made the necessary repairs.



J. M. SEELEY

J. M. Seeley, section foreman at Grafton, O., is commended for observing a defect on car in train of extra west engine 4215 on April 21. He notified the conductor, who had the car set off at Erhart.

Pittsburgh Division

We extend our thanks to Mr. J. R. Hartnett, of the National Transit Co., Kane, Pa., for his efforts in helping to extinguish a fire near our bridge east of Kane, on April 18. His action is much appreciated.

Glenwood Shops

On February 21, while Joseph Hannaway was working on an axle lathe, his clothes were caught, and but for the alertness of machinist Charles Bell, who turned off the power, his serious injury might have resulted.

On May 5 B. H. Rush, material supervisor, noticed a defective condition of equipment on a Hocking Valley car. He promptly notified Laughlin Junction, which was the next point, and had the car set off and necessary repairs made. He is commended for his alertness and interest.

Chicago Division

Yard conductor G. A. Oakley is commended for discovering and reporting a defective condition in track No. 10, in the eastbound classification yards.

On April 30 brakeman W. H. Myers discovered a defective track condition on westbound main track, west of coal chutes at

Deshler, Ohio. He informed the track foreman, so that repairs could be made.

On May 13 conductor R. H. Moran discovered a bridge east of Auburn Junction afire and personally extinguished the blaze. A credit entry has been placed on his service record.

The service record of operator G. H. Harer has been reviewed by superintendent Jackson, in view of his extremely good record, and he has been commended. Mr. Harer has been in the service for nineteen years and has a clear record.



L. WALLACE

Ohio Division

L. Wallace, agent at Midland City, is commended for discovering a defective condition of equipment on car in train No. 90. He flagged train and had repairs made.

Indiana Division

On May 8 E. C. Raney, flagman with work train, discovered a defective condition of equipment on car in extra west 2764, at Delhi. As he was unable to stop the train from his position on the ground he climbed to the top of car and did so. He is commended.

Wellston Division

Third trick operator Pratt, at RK Tower, discovered a defective condition on car in extra west 414-416 on May 11. Being unable to communicate with crew, he informed the dispatcher, who had conductor Dudley look over his train at Washington Court House, where this defective condition was discovered and remedied.

Section laborer "Dan" Cuttler found a defective track condition on Bridge 67, Washington Court House, while going to work on May 8. He reported it, and it was remedied.

"S. S." Letters of Honor for the Young Man "Selected for Service"

America is writing a new exalted order into her national life.

This is the Select Service order—the great and honorable roll of men selected to serve in America's army of the Lord.

This great army of fine men is to be created under the new Selective Service law.

It is to be an army of men selected by Uncle Sam for the highest service mankind knows today.

Service in this new army is something to be sought for—a promotion from the ranks of ordinary men!

Selected for Service in the great cause of human liberty—selected for the service of humanity, selected for the service of civilization.

Every American tradition of freedom and civilization, every tradition of honor and duty, goes with this new army of selected men.

Mothers will be proud—if they are true American mothers—when their stalwart sons are selected for this most select of all Select Services.

Well might we wish that "S. S." might be the letters on the uniform of every one of these new soldiers of freedom—these soldiers of world liberation.—*The Cincinnati Post*



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Freight Claims' Office

Correspondent, H. Irving Martin

The "Better Way" Association of the O. S. & D. Division had its final meeting of the season on May 10.

The last sessions of this association have been devoted to the study of proper methods of handling and filling forms. The question of matching shorts with overs also came up for full discussion. Mr. Doyle gave graphic descriptions of the methods employed for clearing the line after wrecks, covering the fine points of salvaging freight so as to reduce the actual loss to a minimum. The old days when a wreck was followed by the burning of cars hastily pulled off the right of way have happily gone forever.

The Operating Department wants to use the track, but cooperates to leave damaged equipment in such shape that the "Salvage Corps" may do effective work to preserve values. Savings here help to hold up freight revenue.

The baseball team has acquired membership in the Industrial League and is scheduled to meet teams from the Standard Oil Company and the Carr-Lowry Glass Company.

Auditor Coal and Coke Receipts' Office

Correspondent, J. Limpert

F. B. Milnor, head clerk of the Settlement Bureau, has been proposed and accepted as a member of the Baltimore Division Veterans' Association. He is, in all probability, the youngest member of the Association, being but thirty-four years old. He entered the service on February 18, 1897, in the office of the auditor of revenue and was transferred to this office on June 1, 1902.

J. F. Shea has been transferred to the office of the auditor of freight claims, as loss and damage claim investigator. The best wishes of his fellow clerks follow him.

W. J. Hartwig and C. A. Luken were sent to Keyser recently to assist agent Tucker in getting the work up-to-date. On the way back Mr. Hartwig stopped off at Cumberland and gave agent Beggs a little lift.

"Little" Joe Heine, in addition to being one of the prominent soloists of the Relay Minstrels, is quite some farmer. If hard work is going to produce any results, that 70 x 150 plot of ground at Relay will be forced to give up food aplenty during the coming months, and will help materially to bring food prices down to a reasonable figure.

"Joe" does not let anything interfere with his garden work, and, after a hard day (and frequently a night) in the office, a couple of hours are put in on the "farm"—and then nothing to do until tomorrow, when he bounces out of the hay and puts in a few more hours before breakfast. Pretty soft, hey bo?

New York Terminal

Correspondent, Fred. B. Kohler, *Clerk*
Pier 22

Divisional Safety Committee

W. B. Biggs.....Chairman, Assistant Terminal Agent
A. L. Michelson.....Terminal Cashier
J. J. Bayer.....Freight Agent, Pier 22, N. R.
J. T. Gorman.....Freight Agent, Pier 21, E. R.

T. Kavanaugh ..... Freight Agent, 26th Street
T. F. Gorman ..... Freight Agent, Pier 7, N. R.
M. F. Steinberger .... Freight Agent, St. George Lighterage
C. E. Floom ..... Freight Agent, St. George Transfer
E. J. Kehoe ..... Freight Agent, Pier 4, Wallabout

Marine Department Members

Permanent

E. A. English ..... Marine Supervisor, Chairman
E. J. Kelly ..... Assistant Marine Supervisor, Vice-Chairman
E. Salisbury ..... Lighterage Supervisor

Rotating Members (appointed for three months)

C. H. Kearney ..... Tugboat Captain
W. Cornell ..... Tugboat Engineer
W. Meade ..... Tugboat Fireman
M. Y. Groff ..... Lighterage Runner
E. Sodeberg ..... Barge Captain
Otto Olsen ..... Gas Hoist Captain
H. Peterson ..... Steam Hoist Captain
J. Hall ..... Steam Hoist Engineer
Walter Kelly ..... Deckhand

We have had several changes at the different stations of the New York Terminal Properties, as will be noted from the new Divisional Safety Committee. Mr. Michelson has been appointed terminal cashier and is in direct charge of the operating force at Pier 22, North River. Mr. Kavanaugh, formerly of Mr. Allen's office, 295 Broadway, has been appointed agent at 26th Street Station, vice T. F. Gorman, who has been re-appointed agent at Pier 7, North River, in place of Mr. Floom, who has been made agent at St. George Transfer, vice F. W. Nolan, who has answered the call of Uncle Sam and joined the Naval Reserve. He is stationed on a ship of the U. S. Fleet.

Staten Island Rapid Transit Railway Company

Correspondent, F. G. Nodocker, *Superintendent's Office*, St. George

Divisional Safety Committee

H. R. Hanlin ..... Chairman, Superintendent
B. F. Kelly ..... Vice-Chairman, Trainmaster
S. A. Turvey .... Secretary, Trainmaster's and Marine Clerk
H. W. Ordeman ..... Division Engineer
W. A. Deems ..... Master Mechanic
A. Conley ..... Road Foreman of Engines
Dr. DeRevere ..... Medical Examiner
J. B. Sharp ..... Agent, St. George Coal Piers
F. W. Nolan ..... Agent, St. George Transfer
P. A. Witherspoon ..... Track Supervisor
W. L. Dryden ..... Signal Supervisor
J. F. McGowan ..... Division Operator
W. E. Connell ..... Supervisor of Crossing Watchmen
F. Peterson ..... Division Agent
R. F. Farlow ..... Master Carpenter

Rotating Members

J. P. Miller ..... Towerman
T. F. Brennen ..... Conductor
G. McKinnon ..... Machinist
Harry Barry ..... Foreman Painter
A. L. Cummiskey ..... Car Inspector
Alvin Rauscher ..... Transitman
G. Hartman ..... Engineer
A. Nichols ..... Fireman
Joseph McDonald ..... Signal Repairman
H. Owens ..... Trainman
B. F. Winant ..... Agent, Port Richmond
G. B. Stansbury .... Investigator, Representing Track Dep't

To a Well Wisher:

The Editor acknowledges with thanks a letter dated May 9 from a "Well Wisher" on this division. The reduction in the size of the Magazine has made it necessary for us to cut down the size of all departments and the "Among Ourselves" feature of the Magazine suffered with other features. Hence certain notes in regard to appointments which may have been sent in for publication have possibly been eliminated. Mr. Groeling, former correspondent, wrote us some time ago that he would have to resign on account of the greater responsibilities of his new position. We wish to thank Mr. Groeling for his untiring interest in making his divisional notes interesting and profitable.

In January Mr. Ordeman was appointed division engineer on Staten Island, his position as supervisor being filled by the promotion of Mr. Witherspoon, of the Pittsburgh Division.

Jerry R. Hoge and William S. Martin, chainmen in the Engineering Department of the New York District, enlisted, on April 28, in the Twenty-Fifth Company (Regular Army), Engineers, and are now in training.

Field engineer Jesse Gover has been recommended for a commission in the Officers' Engineer Reserve Corps, and left for Plattsburg on May 13. "Jess" was a member of Troop F, First New York State Cavalry, and was with them on the border for about nine months. We all wish him success, and a commission, which he fully deserves.

J. Camden Brady, draftsman in the Valuation Department, left for Fort Myer, Virginia, on May 6 to take up training with the Officers' Engineer Reserve Corps. Mr. Brady has been recommended for a commission.

We are pleased to announce the following promotions in the Engineering Department, effective June 1: William S. Morris, assistant abstracter, Valuation Department, to the position of field engineer, Engineering Department; Alvin Rauscher, levelman, to transitman; Hugh J. Canlon, rodman, to levelman, and C. Spencer Christopher, chainman, to rodman.

William S. Graham, inspector, has left the service and accepted a position with the Bethlehem Steel Company, at Sparrow's Point, Md. We all wish "Red" success in his new undertaking.

On the evening of May 17 the Staten Island Railroad Club celebrated its first anniversary at the Livingston Club House. There was a large attendance and all present spent a very enjoyable evening in singing, dancing, etc., after which refreshments were served. W. J. Kenny made an interesting address.

The following employes of this division have been furloughed to join the colors: L. Copeland, Clyde Ivans, H. Covonti, trainman, and Frank W. Nolan, agent at St. George Transfer.

On April 11 Walter R. Taylor, car distributer at St. George, sailed forth on the sea of matrimony. He spent his honeymoon at Niagara Falls.

On the evening of May 7 the Staten Island Railroad Club held its annual meeting at the Livingston Club House and elected the following officers for the ensuing year: president, E. E. McKinley; vice-president, John B. Sharp; treasurer, Joseph S. Fabregas, and secretary, S. A. Turvey.

Philadelphia Division

Correspondent, J. C. Richardson, *Chief Clerk*

Divisional Safety Committee

S. T. Cantrell.....Chairman, Superintendent
W. T. R. Hoddinott.....Vice-Chairman, Trainmaster
G. F. Eberly.....Division Engineer
J. P. Hines.....Master Mechanic
H. K. Hartman.....Chief Train Dispatcher
J. E. Sentman.....Road Foreman of Engines
F. J. Young.....Captain of Police
T. B. Franklin.....Terminal Agent
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
B. S. Daniels.....Road Engineer
Hood Simpson.....Road Fireman
W. T. Marvel.....Road Conductor
J. C. Williams.....Yard Conductor
W. A. Tangye.....Coppersmith, Shopman
Edward Marker.....Car Builder, Repair Yardman
R. C. Acton.....Secretary

H. E. Stark, formerly agent at Cowenton, Md., and for the last year agent at Aberdeen, has resigned to enter another line of business.

Theodore Bloecher, Jr., formerly assistant division engineer, was, on May 1, appointed division engineer of the Philadelphia Division. His many friends are glad to welcome him back to the Division.

J. R. Coulter, yard conductor, who had been on the sick list for some time, died on April 27. "Jim" will be missed by his many friends. He was a Veteran.

C. E. Hollingsworth is acting ticket agent at Chester. "Holly" is one of our relief operators and agents.

E. H. Tomlinson, conductor at 24th and Chestnut Streets passenger station, who has been on the sick list for some months, has resumed duty, being assigned to work at Pier No. 40. "Tub's" many friends are glad to see him back in harness.

The picture at top of page is of Mr. and Mrs. L. T. Willis. Mr. Willis is carpenter foreman of the Philadelphia Division and has thirty-seven years' service to his credit.



MR. AND MRS. L. T. WILLIS

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office*, Camden Station

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
R. A. Grammes....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Brunswick
G. H. Winslow.....Secretary, Washington

Relief Department

E. H. Mathers, M. D...Medical Examiner, Camden Station
J. A. Robb, M. D.....Medical Examiner, Washington
J. F. Ward, M. D.....Medical Examiner, Winchester

Transportation Department

R. B. Banks.....Division Claim Agent, Baltimore
J. M. Powell.....Captain of Police, Camden Station
S. A. Jordan.....Assistant Superintendent, Brunswick
C. A. Mewshaw.....Trainmaster, Camden Station
E. C. Shipley.....Road Foreman of Engines, Riverside
J. J. McCabe.Trainmaster and Road Foreman, Harrisonburg
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington
W. E. Shannon.....Agent, Brunswick
W. E. Neilson.....Agent, Camden Station
J. W. Lugenbeel.....Freight Conductor, Riverside
T. B. Stringer.....Freight Engineer, Riverside
A. B. McGiechie.....Passenger Fireman, Riverside
G. Lay.....Yard Conductor, Camden Yard

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden Station
S. C. Tanner.....Master Carpenter, Camden Station
C. A. Thompson.....Signal Supervisor, Camden Station
J. Flanagan.....General Foreman, Locust Point
C. A. Waskey.....Supervisor, Washington Junction
E. D. Calvert.....Supervisor, Winchester, Va.
R. A. Porter.....Section Foreman, Marriottsville
R. A. Leach.....Leading Carpenter, Camden Station
W. H. Hobbs.....Signal Repairman, Washington Junction

Motive Power Department

T. F. Perkinson.....Master Mechanic, Riverside
G. B. Williamson.....General Car Foreman, Baileys
T. O'Leary.....Car Foreman, Washington
L. E. Stille.....Foreman Air Brakes, Riverside
M. L. Hoffmaster.....Assistant Car Foreman, Brunswick
R. E. Sigafoose.....Clerk to General Foreman, Brunswick
T. Shakespeare.....Gang Foreman, Locust Point
J. G. Dahlem.....Clerk to Car Foreman, Baileys

Effective April 23 J. J. Swartzback was appointed terminal trainmaster of the Baltimore Terminals.

Members of the Riverside Y. M. C. A. had the pleasure of greeting their old friend Miss Jennie Smith on the afternoon of Sunday, May 6.



MR. EGIL STEEN

Photo by Bachrach

Miss Smith, assisted by Mrs. D. Shaffer, conducted a service that was greatly enjoyed by "her boys." After the meeting the party went to the home of Mrs. C. Hile, Sr., where a birthday dinner was served in honor of the hostess's son, engineer C. C. Hile, Jr.

On April 14 a patriotic demonstration took place at Locust Point, the occasion being the unfurling of "Old Glory," when several hundred employes of the Baltimore and Ohio Railroad and the Baltimore Chamber of Commerce took part in the flag raising celebration at the elevators. The flag and pole were presented by the employes. The Fourth Regiment Band played patriotic anthems during the ceremony. A detachment from the regiment also attended.

The speaker of the occasion was Mr. Egil Steen, of E. Steen & Bro., and a director of the Baltimore Chamber of Commerce.

Mr. Steen's speech, which was pithy, short and right to the point, was loudly applauded.

Among those present were: Colonel Harry C. Jones and Captain Milton Roberts of the Fourth Regiment; superintendent of elevators James H. Warren and S. D. Thomas, chief inspector of grains for the Chamber of Commerce.

Washington Terminal

Correspondent, G. H. Winslow, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. Winslow.....Chairman, Secretary, Y. M. C. A.
Dr. P. H. Steltz.....Medical Examiner, Sanitary Inspector

Motive Power Department

G. W. Kiehm.....Air Brake Supervisor
W. M. Grant.....Boiler Foreman
H. A. Bright.....Gang Leader
C. J. Ayers.....Gang Leader
A. F. Kreglow.....Storekeeper
T. E. Croson.....Yard Engine Dispatcher
N. Tippet.....Foreman, Car Shop
H. A. Barefield.....Assistant Foreman
A. A. Pace.....Foreman, Station
G. F. Mergell.....Foreman of Electricians
J. J. Desmond.....Gang Leader
G. Valentine.....Yard Engine Dispatcher
B. Howard.....Assistant Foreman
R. Hendrich.....Foreman, Station

Transportation Department

J. McCauley.....Assistant Yardmaster
L. T. Keane.....Conductor
E. M. Farmer.....Conductor

Maintenance of Way Department

W. M. Cardwell.....Master Carpenter
F. W. Hodges.....Foreman, Carpenter Shop
H. L. Bell.....Foreman, Carpenter Shop
A. M. Brady.....Track Foreman
J. T. Umbaugh.....Track Foreman
P. C. Richman.....Signal Maintainer
H. R. Callahan.....Signal Foreman

Summer has brought the perennial baseball and tennis in its wake. Terminal Railroad Y. M. C. A. men, early in the spring, caught the spirit of oncoming summer, and had a well-organized baseball league ready for play on April 28. The league consists of four teams, viz.: Washington Terminal Car Department, Southern General Office, Washington Terminal Shops and Southern Auditors. A schedule of forty-eight games, in two sections, was arranged, the first section extending from April 28 to June 11, and the second from June 18 to July 31.

As evidence of the patriotic spirit of our members it gives us great pleasure to call attention to the several flag raisings which have recently been held on the property.

The first was that held in the coach yard on April 27. J. F. Conner, car foreman, was master of ceremonies, first raising the flag on the administration building at the yard, and then coming down and introducing the speaker for the occasion, W. J. Wilson, superintendent of the Washington Terminal Company. Mr. Conner is the oldest man in service in the yard, having entered railroad employ in June, 1882. Patriotic singing was a part of the ceremony in which the women employes were prominent.

Another flag raising was held at the Ivy City Shops on May 18. A committee of men employed in the roundhouse, consisting of C. B. Cramer, chairman, W. M. Grant, W. E. Thomas and James Buckner arranged the affair, which was heartily supported by their fellow workmen. The idea originated in Mr. Thomas' mind and he secured the interest and cooperation of the other men. C. R. McKinsey, master mechanic, was master of ceremonies for this occasion. Music was furnished by the Terminal Railroad Y. M. C. A. Orchestra, C. W. Guest, director. After an opening selection by the orchestra, Mr. McKinsey made a short introductory address, after which he invited all the ladies present to get a hand on the rope and help raise the flag. As the men did not believe

in doing things by halves, they secured two flags eight by ten feet, so that they would always have one to fly when the other was being cleaned or repaired. Then the flag was raised, while the audience stood with uncovered heads listening to the strains of "The Star Spangled Banner." Mr. McKinsey then introduced the speaker, superintendent Wilson, who delivered an able address. Passing engines tooted their whistles and train crews waved their hats in recognition of the event. After the speaking small flags were distributed to those present. At the car repair shop adjacent to the roundhouse a smaller flag was raised.

We take pride in reporting that many of our men are showing loyalty and patriotism in another way—by raising vegetables. A number of them have rented or secured vacant lots and are cultivating them. Success to them!

Congratulations are in order to Charles P. Soper, one of the auditor's force. He is the proud father of a boy who was born on May 18. Good health and long life to the newcomer!

Washington, D. C., Freight Station

Correspondent, W. L. Whiting, *Chief Clerk*

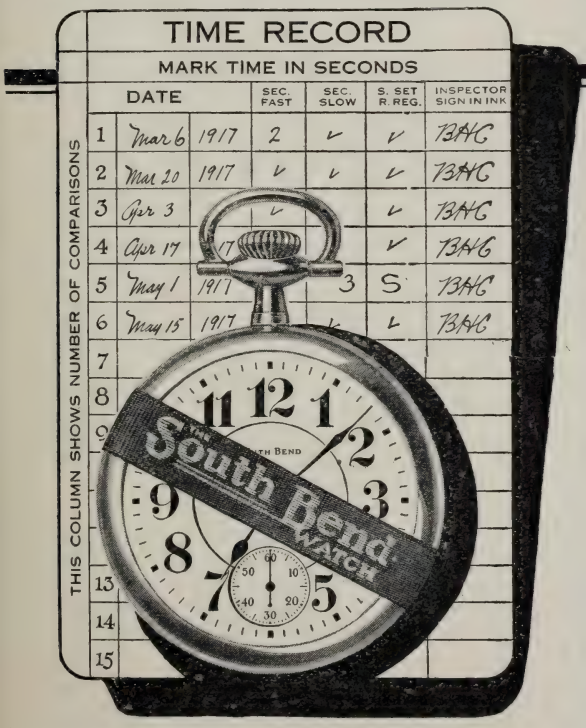
Because the Freight Station correspondent has been ill with an attack of pneumonia for six weeks there have been no notes from this station for April or May. He is, however, very glad to report his return to duty, and to be once more on the job.

Of course the uppermost thought in the minds of Washingtonians, in common with the rest of the people of America, is war. Thus far, we have lost only three men from this station, E. G. Taubersmitt and G. N. Benjamin from the platform, and Theodore W. English from the office force. These men are all members of the District National Guard and were recalled to duty. There are, however, quite a large number who will be called upon to "toe the line" on registration day.

There have been various changes in our office during the past month.

C. E. Stanford, O. S. & D. clerk, resigned to take a position with our friends of the Southern Railway, and is succeeded by an old Washington employe, John H. Huhn, who is putting forth every effort to induce our patrons to remove their freight from the platform, and thus keep Washington from being placed on the embargo list.

J. T. Stone recently resigned the position of waybill clerk and is succeeded by H. L. Ticer, who comes to us from the Southern Railway. It shows a spirit of reciprocity—they get Stanford and we get Ticer.



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SOUTH BEND WATCH CO.
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The Accounting Department lost the services of Adrian F. Carey on April 30, he having secured a position under W. E. Neilson, at Camden Station. B. F. Bratcher, who was employed in our yard, succeeded Mr. Carey.

Our first young lady clerk, Miss Clara Porton, is filling the position of stenographer, from which our gallant soldier boy, Theodore English, was called to the colors.

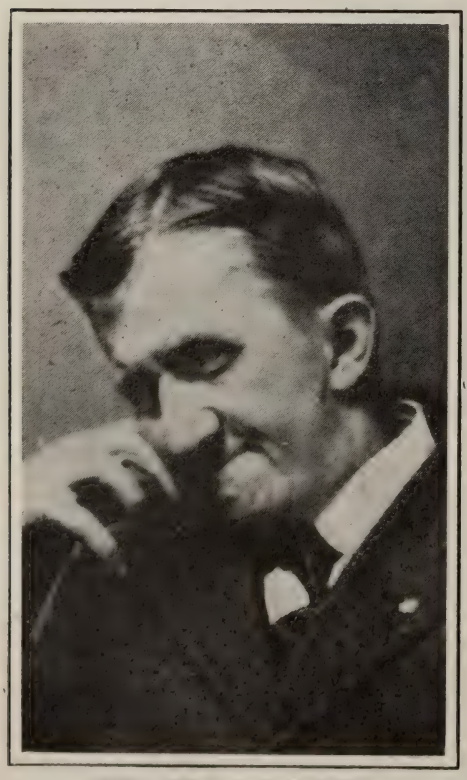
The appearance of our team tracks and freight shed would not lead anyone to think that there is a slump in business. Our platforms have more the appearance of a busy October than the usually comparatively quiet month of May.

Mount Clare Shops

Correspondent, W. L. MORGAN, *Secretary to Superintendent*

Divisional Safety Committee

L. FINEGAN.....Chairman, Superintendent of Shops
J. MCDONOUGH.....Vice-Chairman, Ass't Sup't of Shops
W. L. MORGAN.....Secretary, Sec'y to Sup't of Shops
H. A. BEAUMONT.....General Car Foreman
J. HOWE.....General Foreman
G. H. KAPINOS.....Supervisor of Shop Machinery and Tools
A. E. BOBBETT.....Shop Hand, Erecting Shop
B. F. WEBER.....Boilermaker, Boiler Shop
WILFORD DAVIS.....Machinist, No. 1 Machine Shop
E. C. RILAND.....Machinist, No. 2 Machine Shop
C. N. SOUTHCOMB.....Tinner, Tin and Pipe Shop
M. GAHAN.....Coremaker, Foundries and Re-rolling Mill
S. ROMANOV...Blacksmith, Blacksmith Shop and Flue Plant
W. SCHMOLL.....Machine Operator, Bolt and Forge Shop
F. C. WOOD.....Machinist, Air Brake Shop
C. W. HOKE.....Pattern Maker, Pattern Shop
A. G. RIGGINS.....Machine Operator Helper, Steel Car Plant and No. 3 Machine Shop
C. W. ARMIGER....Tender Repairman, Tender and Tender Paint Shops
M. KELLY.....Machine Operator, Axle Shop and Power Plant
THOS. P. GRIFFIN.....Assistant Foreman, Freight Car Track
A. R. KING.....Passenger Car Builder, Passenger Car Erecting Shop
J. E. TATUM....Pipe Fitter, Passenger Car Paint, Finishing and Upholstering Shops
CHAS. WILHELM....Mill Machine Hand, Saw Mill and Cabinet Shops
H. LAUMAN.....Shipping Clerk, Storehouse



THE LATE U. S. G. GARBER

On April 22 Ulysses S. Grant Garber died and Mount Clare lost one of its oldest men, as well as one who was liked by everybody who knew him.

Mr. Garber, who was a bachelor, is a brother of our faithful watchman at the Arlington Avenue gate, was born in Baltimore on May 22, 1866. Had he lived one month more he would have celebrated his fifty-first birthday and would have completed thirty-five years of service for our railroad, as a blacksmith.

He attended public school until sixteen years old and then came to Mount Clare. While in school he broke his leg, an accident which crippled him for life.

He became ill at his home and was taken to the home of his brother, William T. Garber, where he died of heart failure. His brother was at his side when he passed away.

Mr. Garber's sudden death was a severe shock to his many friends.

The funeral service was held in the home of his brother by Dr. Heisse, of Union Square M. E. Church, of which Mr. Garber had been a life long member.

The employment of women in the various shops at Mount Clare has caused quite a sensation, but, with the number of them now employed, the novelty has gone, and the other employes have become accustomed to seeing the fair workers in their modern working costumes. Women have been assigned to various work in the shops, some on machines, others cleaning the yard, on the freight track and in similar lines of work. Some of them are making a big success in their machine work and it is thought that the venture will be a success.

Miss M. L. Goetzinger is a newcomer at Mount Clare, having been transferred from the office of the superintendent of car service. We were all glad to welcome this efficient little business lady to the office of the superintendent of shops.

Miss M. Flaherty has been appointed telephone operator at Mount Clare, vice Miss L. L. Gaither, resigned. Miss Flaherty was transferred from the Central Building, where



EDWARD SMITH

she was employed for about a year. Her businesslike voice over the wire is pleasing to the ear, and we are sure of getting the best of service.

Our old friend T. J. Collins has returned from Florida to take the position of chief clerk to Mr. Paullis, head of the Shop Order Bureau. "Tommy" says he likes the southland very much, but that "Back, Back to Baltimore," sounds mighty good to him.

C. E. Harten, employed as a clerk in the office of the superintendent of shops, has been transferred to the shop to take up a machinist apprenticeship.

The accountant's office at Mount Clare has been unusually slow in adding to their office force by the employment of some of the fair sex, but at last they have awakened. Miss E. Albaugh and Miss C. Connelly have recently accepted positions and like their work very much.

Miss Helen Davis has accepted a position as a clerk in the office of the superintendent of shops.

The picture at top of page is of Edward Smith, formerly of our printing office. Mr. Smith is a member of the Maryland Naval Reserve and is now stationed on board an American man-of-war "somewhere in the Atlantic Ocean." In the Naval Reserve he holds the rating of bugler and first-class gun pointer.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
THOMAS R. REES, *Secretary to Superintendent*
W. C. MONTIGNANI, *Secretary, Y. M. C. A.*
C. L. KALBAUGH, *Chief Clerk to Master Mechanic*

Divisional Safecy Committee

G. D. BROOKE.....Chairman, Superintendent
J. W. DENEEN.....Vice-Chairman, Asst. Supt., East End
T. R. REES.....Secretary
E. P. WELSHONCE.....Trainmaster, West End
E. C. GROVES.....Trainmaster, East End

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M. A. Carney.....Road Foreman, West End
F. F. Hanley.....Division Engineer
T. R. Stewart.....Master Mechanic
R. B. Stout.....Assistant Master Mechanic
E. C. Drawbaugh.....Division Operator
Dr. J. A. Dorner.....Medical Examiner
Dr. F. H. D. Biser.....Medical Examiner
Dr. L. D. Norris.....Medical Examiner
G. R. Bramble.....Freight Agent
W. D. Strouse.....Joint Agent
E. E. Dean.....Car Foreman, East End
W. T. Davis.....Car Foreman, West End
F. L. Leyh.....Storekeeper
W. M. Hinkey.....Storekeeper
W. S. Harig.....Division Claim Agent
J. Z. Terrell.....Freight and Ticket Agent
I. S. Sponseller.....General Supervisor
H. D. Schmidt.....Captain of Police
F. A. Taylor.....Master Carpenter
W. L. Stevens.....Shop Clerk
W. C. Montignani..Secretary, Balto. and Ohio Y. M. C. A.
A. L. Brown....Assistant Master Mechanic, Keyser, W. Va.

Rotating Members

J. R. Reckley.....Freight Engineer
O. E. Pace.....Freight Fireman
J. W. McMackin.....Freight Conductor
H. H. Barley.....Yard Brakeman
J. G. Defibaugh.....Machinist
R. L. Fields.....Car Inspector
J. C. Snyder.....Operator

Baltimore and Ohio Athletic Association of Cumberland, Md.

President

Griffin A. McGinn.....Chief Clerk to Superintendent

Vice-Presidents

F. F. Hanley.....Division Engineer
R. B. Stout.....Master Mechanic
E. C. Drawbaugh.....Division Operator
D. H. Street.....Division Freight Agent
W. H. Linn.....General Yardmaster

Treasurer

G. R. Bramble.....Freight Agent

Secretary

T. F. Shaffer.....Chief Clerk to Division Engineer

The accompanying picture is of the two sons of W. H. Virts, general yardmaster at Keyser. They have both enlisted in the Navy.

The gentleman on the left is Harry Thomas Virts, nineteen years old, formerly a machinist's helper at Keyser. His brother, Raymond W. Virts, was chief caller at Keyser. Good luck to these gallant tars.



HARRY THOMAS AND RAYMOND W. VIRTS

The shooting park of the Baltimore and Ohio Athletic Association of Cumberland, located on the athletic field of the association, was formally opened on May 19, fifteen contestants, including visitors, taking part in the shooting.

A number of prizes, donated by the merchants and business firms of the city, were distributed. The S. T. Little Jewelry Company of Cumberland presented to the club a handsome silver loving cup, suitably engraved, which will be shot for each week, the employe winning the cup three times during the season to retain it.

Much encouragement is afforded the employes by the friendly attitude of the citizens of Cumberland toward the association, quite a number visiting the grounds and in some cases actively entering into the sport.

The association is fortunate in having its athletic field located in the center of the city, making it very convenient. The baseball grounds are located on the same field.

Dr. Lester D. Norris has been made medical examiner at Fairmont. Dr. J. H. Mayer has been transferred from Cumberland to Keyser to fill the vacancy caused by the promotion of Dr. Norris. "Doc" Norris is a good fellow and had many friends here (especially among the fair sex) and we shall miss him. We welcome Dr. Mayer.

Boyd Grayson, after several years in the service, has resigned.

Several of the Baltimore and Ohio boys are doing their bit to help Uncle Sam win the war by cultivating some of the land along the right-of-way.

Telegraph linemen have taken down the overhead cable that ran across the tracks at the passenger station and placed it underground, eliminating an unsightly and unsafe condition.

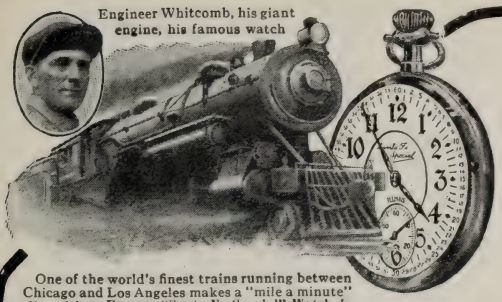
"Grand pa" Hodges, first trick operator at Keyser station, expects a good crop of peaches this year. His orchard is a few miles from town.

"Batch" Fazenbaker, chief clerk to trainmaster Welshonce, went fishing the other day and reports a good catch. We didn't see the fish—but we'll take his word for them.

Keyser

Roy Mulledy, for some time cashier at the freight house, has resigned. Miss M. Dott Louck has been appointed cashier, vice Mr. Mulledy. Miss Marguerite Greenwade has been appointed stenographer to agent, vice Miss Louck.

A flag raising with impressive ceremonies took place at the Keyser car shop on May 11. McIwee's Concert Band furnished the music. Addresses were made by the Rev. Wilt, the Rev. Martin, and the Rev. Perryman. A feature of the occasion was a dove that was wrapped in the flag flying away as Old Glory was unfurled.



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SIZES AND MODELS
The "SANTA FE SPECIAL" is made in all sizes. 16 and 12 sizes and ladies' 0-3 thin model. The 12 size watch is fitted with 21 jewel movement. BE SURE TO SEE THE NEW MODEL BRACELET WATCH—the ideal watch for the lady.

The Keyser Baltimore and Ohio Baseball Club has elected the following officers for the season of 1917: manager, O. S. W. Fazenbaker; captain, C. E. Newkirk; field captain, "Dyke" Shaffer. All of these gentlemen are seasoned ball players and under their management Keyser should have an excellent team this year. It is probable (although the field is still open to all comers) that the following men will make the team: Montgomery, Farley, Fike, "Pop" Channel, "Cyclone" Hardy, Gruber, Louden, Slocum, Newkirk, "Dyke" Shaffer, Offutt and F. Golden.

In a hotly contested game on May 26 the Keyser baseball team defeated Benwood 4 to 2. "Buck" Farley was on the slab for the victors.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Born to captain Samuel Rockwell and wife, a daughter. When joshed, captain "Sam" just grins. To engineer and Mrs. Marshall Devers, a daughter. The smile on the face of the jovial knight of the throttle grows wider.

A. C. Butts has been promoted to the position of fireman of the motive power shop. He succeeds Mr. Grenoble, who has been transferred to Cumberland. The shop boys unite in wishing Mr. Butts much success.

On May 5 a large flag, purchased by the shop men, was raised over the machine shop. The weather was very cloudy and damp, so the exercises were held in the machine shop. Superintendent Brantner acted as master of ceremonies. Fireman Andrew Carney's fine band furnished the music for the occasion.

After several selections by the band the large crowd, led by A. D. Darby, cashier of the Bank of Martinsburg, joined in singing "My Country 'Tis of Thee."

Superintendent Brantner called upon W. L. Stephens, assistant machine shop foreman, to offer thanksgiving to God for his many blessings to us as a Nation. Mr. Brantner gave a short but splendid talk, appropriate to the occasion, and then introduced the speaker of the day, W. C. Montignani, secretary of the Cumberland Y. M. C. A.

Mr. Montignani is always a peerless entertainer, but he never appeared to better advantage than on this occasion. His remarks were timely and to the point and were well received by the large audience. After the speaking, the flag was raised, the band playing the "Star Spangled Banner" and the crowd cheering.

The railroad men of this Division were shocked at the untimely death of brakeman John P. Widmeyer, who lost his life while at work in the Cumbo yards. The accident occurred at night, and was not witnessed by any of the unfortunate man's fellow workers. Just how it occurred is unknown. Mr. Wid-

meyer was twenty-nine years of age and had been in the employ of the Baltimore and Ohio for almost six years. His widow and two small children survive. The funeral took place from his home and was attended by his fellow railroad men and a large number of intimate friends.

Paul Werking, a well known employe, recently died in the City Hospital. His widow and four children survive. Mr. Werking, who was forty-one years old, was a member of the B. of R. T. The remains were taken to his home in Brunswick, where the funeral srevices were held.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*, Grafton
R. F. HANEY, *Conductor*, Weston
C. F. SCHRODER, *Operator*, Grafton
J. LYNCH, *Car Inspector*, Fairmont

Divisional Safety Committee

J. M. SCOTT.....Chairman, Superintendent, Grafton, W. Va.
J. A. ANDERSON.....Master Mechanic, Grafton, W. Va.
W. I. ROWLAND.....Road Foreman, Grafton, W. Va.
J. F. EBERLY.....Division Engineer, Grafton, W. Va.
H. L. MILLER.....Car Foreman, Grafton, W. Va.
J. O. MARTIN.....Division Claim Agent, Clarksburg, W. Va.
DR. C. A. SINSEL.....Medical Examiner, Grafton, W. Va.
P. B. PHINNEY.....Agent, Grafton, W. Va.
J. D. ANTHONY.....Agent, Fairmont, W. Va.
S. H. WELLS.....Agent, Clarksburg, W. Va.
R. L. SCHILL.....Agent, Weston, W. Va.
E. J. HOOVER.....Agent, Buckhannon, W. Va.
F. W. TUTT.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.

ROTATING MEMBERS

L. W. GRAPES.....Fireman, Fairmont, W. Va.
D. R. RIDENOUR.....Machinist, Grafton, W. Va.
J. PICKENS.....Brakeman, Grafton, W. Va.
A. L. LUNSFORD.....Engineer, Weston, W. Va.
G. W. BINNIX.....Car Inspector, Fairmont, W. Va.
J. W. HOSTLER.....Engineer, Grafton, W. Va.
W. P. KINCAID.....Locomotive Inspector, Fairmont, W. Va.

It was a terrible shock to the men of the Monongah Division to hear of the deaths of trainmaster E. D. Griffin, Silas W. White, cook, John C. Posten, wreckman, and Ray Vincent, lineman, in the accident that occurred near Cove Run on May 10. The whole division has been plunged into deep sorrow by the death of these employes.



JOHN P. WIDMEYER



THE LATE E. D. GRIFFIN

Edward D. Griffin, trainmaster of the Monongah Division, was born at Deer Park, Md., on May 2, 1872. He entered our service as a messenger boy at the age of nine years and displayed such remarkable ability that when only eighteen he was made a train dispatcher.

Mr. Griffin was a prominent man in railroad circles, and the Company and its employes sustain a distinct loss in his sad death. He was considered one of the ablest men who ever held the position of trainmaster and was one of the rising men of the Baltimore and Ohio System. Had he lived he would have gone much higher in the service of our great Company.

His life was an inspiration to all who knew him. Courteous and kind to his co-workers, he won the love and respect of a host of friends, who sincerely mourn his untimely death.

Mr. Griffin is survived by two sisters, Mrs. Bridget Garrett and Miss Josie Griffin, of Deer Park, Md., and two brothers, William B. Griffin, of Deer Park and John Griffin of Elkins, W. Va.

The funeral services were held in St. Peter's Catholic Church, Oakland, Md., at 9.30 Monday morning, May 14. A high mass of requiem was celebrated by Father Connell, assisted by Father McElliott, of Grafton.

The active pall bearers were all close friends of the deceased—A. P. Lavelle, J. T. Dorsey, James McClung, W. B. Cruise, W. I. Rowland and H. D. Comerford.

The honorary pall bearers were: J. F. Keegan, general superintendent; J. M. Scott, superin-

tendent; H. Wilson, assistant superintendent at Grafton; R. A. Grammes, assistant superintendent of the Baltimore Division; F. C. Moran, trainmaster, Parkersburg; B. Z. Holverstott, M. R. district trainmaster; J. P. Dorsey, trainmaster, Newark Division; E. Bartlett, assistant trainmaster, Monongah Division; T. K. Faherty, superintendent motive power, Wheeling; J. A. Anderson, master mechanic, Grafton; M. E. Cartright, general yardmaster, Grafton; B. Nuzum, general yardmaster, Fairmont; W. T. Hopke, master carpenter; M. J. Tighe, assistant road foreman of engines; P. Judge, superintendent transportation; F. E. Fuqua, division operator; E. L. Welshonce, trainmaster, Cumberland; M. A. Carney, road foreman of engines, Cumberland; R. A. Murphy, dispatcher, Wheeling; William Clarke, representing the shop force; T. W. Murray, representing the O. R. C.; J. W. Brown, representing the B. of L. E.; E. W. Coffman, representing the B. of R. T.; and T. J. Davidson, representing the B. of L. F.

Our employes at Weston held a flag raising at the shops on the afternoon of April 13. Although the affair was arranged on short notice patriotism and enthusiasm were not lacking and over five hundred people were in attendance. To Miss Madge Hinzman, the only lady employe of the shops, was given the honor of pulling the cord that freed "Old Glory" to the breeze. At the same moment the flag was saluted by blasts from every whistle in the shops and yards.

G. A. Shaffer, master mechanic at the shops, was master of ceremonies. Other speakers were the Rev. John Beddow, the Rev. P. A. Isner, the Rev. E. E. White, the Rev. E. S. Brooks, Prof. Edward C. Smith and Mr. Frank M. Keane. The music was furnished by the band of the Modern Woodmen of America. The railroad men received many congratulations on the splendid spirit in evidence at the flag raising.

Wheeling Division

Correspondents

M. J. SAUTER, *Office of Superintendent*
D. F. ALLREAD, *Agent*, Reader, W. Va.

Divisional Safety Committee

W. M. HAVER.....Chairman, Superintendent
E. H. BARNHART.....Division Engineer
T. R. STEWART.....Master Mechanic
W. F. ROSS.....Road Foreman of Engines



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W. C. Wright.....Supervisor
J. Thonen.....Engineer
E. L. Parker.....Freight Conductor
L. C. Bomer.....Freight Conductor
B. Huff.....Machinist
J. E. Holler.....Freight Fireman

The Wheeling Athletic Association is making rapid progress in converting the fourth floor of the Wheeling passenger station into a first-class gymnasium for the use of its members.

L. K. Landau, our genial M. of W. material clerk, has left for Tulsa, Okla., where he will engage in the oil supply business. Mr. Landau was secretary of the Athletic Association, and his many friends wish him success.

The following appointments have been made in the division accountant's office at Wheeling: E. J. Dusch, material clerk; A. J. Sonnefelt, M. of W. timekeeper; Frank Eberly, C. T. timekeeper's clerk; C. A. Connors, timekeeper; F. Boyd, assistant distribution clerk and A. J. Bradford, fuel clerk.

The woman crossing watchman force on the Wheeling Division is steadily increasing. There are now six women on duty in that capacity at Wheeling.

C. M. Criswell has been appointed coal billing agent at Benwood Junction.

Miss Gladys Corry and Curtis Glaspell, both of Folsom, W. Va., were married May 10. Congratulations. Mr. Glaspell is our supply man at Hartzel, W. Va.

The nation-wide campaign to get everyone to cultivate a garden is showing favorable results on the Wheeling Division. Much acreage which has heretofore been neglected has been placed under cultivation.

George Stein, formerly clerk to the road foreman at Benwood, has been promoted to night roundhouse foreman.

Ohio River Division

Correspondents

E. L. Sorrell, *Office of Superintendent*
R. E. Barnhart, *Office of Superintendent*
W. E. Kennedy, *Office of Superintendent*

Divisional Safety Committee

J. W. Root.....Chairman, Superintendent
C. E. Bryan.....Division Engineer
O. J. Kelly.....Master Mechanic
E. C. Moran.....Trainmaster
E. J. Langhurst.....Road Foreman of Engines
Dr. A. J. Bossyns.....Medical Examiner
W. E. Kennedy.....Division Claim Agent
E. Chapman.....Captain of Police
F. A. Carpenter.....Agent, Parkersburg
R. E. Barnhart.....Agent-Yardmaster, Huntington
H. F. Owens.....Secretary



CHARLES W. PARSONS

Rotating Members (to serve three months)

B. O'Connor.....Engineer
W. Boyles.....Fireman
T. C. Hogan.....Conductor
L. H. Tracy.....Brakeman
J. L. Davis.....Car Department
J. R. Fowler.....Locomotive Department
L. A. Costello.....Stores Department

The accompanying picture is of Charles W. Parsons. He was born on February 1, 1865, and entered the service of our Company on December 1, 1887, as a trackman at Millwood. He was promoted to his present position, that of carpenter foreman, on May 1, 1891.

Cleveland Division

Correspondent, F. P. Neu, *Secretary to Superintendent*

Divisional Safety Committee

H. B. Green.....Superintendent
F. P. Neu.....Secretary
J. J. Powers.....Trainmaster
W. J. Head.....Trainmaster
A. R. Carver.....Division Engineer
F. W. Rhuark.....Master Mechanic
P. C. Loux.....Road Foreman of Engines
G. H. Kaiser.....Road Foreman of Engines
A. J. Bell.....Terminal Agent
R. D. Sykes.....Medical Examiner
G. J. Maisch.....Claim Agent
M. E. Tuttle.....Division Operator

Rotating Members (to serve three months)

E. J. Crampton.....Agent, Elyria
R. Blythe.....Operator, Canton
C. E. Biechler.....Section Foreman, Sterling
J. T. Sidaway.....Carpenter, Massillon
W. E. Butts.....Conductor, Lorain
A. H. Sheffield.....Engineer, Lorain
W. B. Shockcor.....Engineer, Cleveland
A. L. Ruth.....Conductor, Akron
F. J. Rericha.....Conductor, Cleveland
J. Losier.....Car Inspector, Cleveland
J. Lewis.....Pipe Shop Foreman, Lorain

The accompanying picture is of our Cleveland stationmaster, E. F. Keffer, *"By Dad."* The satisfied smile displayed is the one with which he always greets our patrons, as well as his fellow employes.

Dr. R. D. Sykes, who was medical examiner at Cleveland, has been appointed assistant chief medical examiner, with headquarters at Baltimore. The very best wishes of the Cleveland Division employes go with the doctor to his new position. To succeed him at Cleveland we have Dr. A. A. Church, who we are most pleased to have back with us.

We were glad to hear that E. J. Cline, agent at Erhart, O., now has an assistant to help him along at his station. The newly arrived is a nine and one-half pound baby boy.

Effective May 10 J. G. Collinson was appointed assistant division engineer at Cleveland, vice N. S. Pendleton, transferred.

Effective May 8 W. E. Johnson was appointed yardmaster at Dover, O., vice J. C. Shields, assigned to other duties.

Newark Division

Correspondent, W. F. Sachs, *Chief Clerk*

Divisional Safety Committee

D. F. Stevens.....Chairman, Superintendent, Newark, O.
C. H. Titus.....Vice-Chairman, Trainmaster, Newark, O.
T. J. Daly.....Assistant Trainmaster, Newark, O.
J. Tordella.....Division Engineer, Newark, O.
Wm. Streck.....Road Foreman, Newark, O.
W. F. Moran.....Master Mechanic, Newark, O.
A. R. Clayton.....Division Claim Agent, Newark, O.



E. D. KEFFER



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☐ Locomotive Fireman	☐ R. R. Agency Accounting
☐ Traveling Engineer	☐ R. R. Gen'l Office Acc'ting
☐ Traveling Fireman	☐ Higher Accounting
☐ Air Brake Inspector	☐ Stenographer and Typist
☐ Air Brake Repairman	☐ Mathematics
☐ Round House Foreman	☐ SALESMANSHIP
☐ Trainmen and Carmen	☐ ADVERTISING
☐ Railway Conductor	☐ Railway Mail Clerk
☐ MECHANICAL ENGINEER	☐ CIVIL SERVICE
☐ Mechanical Draftsman	☐ ELECTRICAL ENGINEER
☐ Machine Shop Practice	☐ Electrician
☐ Boiler Maker or Designer	☐ Electric Wiring
☐ Stationary Engineer	☐ Electric Lighting
☐ Gas Engine Operating	☐ Electric Railways
☐ CIVIL ENGINEER	☐ Telegraph Engineer
☐ Surveying and Mapping	☐ Telephone Work
☐ R. R. Constructing	☐ MINE FOREMAN OR ENG'R
☐ Bridge Engineer	☐ Metallurgist or Prospector
☐ ARCHITECT	☐ CHEMIST
☐ Architectural Draftsman	☐ AUTOMOBILE OPERATING
☐ Contractor and Builder	☐ Auto Repairing ☐ Spanish
☐ Structural Engineer	☐ Good English ☐ German
☐ Concrete Builder	☐ AGRICULTURE ☐ French
☐ TRAFFIC MANAGER	☐ Poultry Raising ☐ Italian

Name_____
Occupation & Employer_____
Street and No._____
City_____ State_____

D. L. Host.....T. M. & C. T. D., Columbus, O.
C. G. Miller.....Shopman, Newark, O.
J. A. Mitchell.....Conductor, Newark, O.
W. C. Neighbarger.....Engineer, Newark O.
J. C. McVicker.....Fireman, Newark O
W. F. Hall.....Car Repairman, Newark, O.
D. E. Duffy.....Blacksmith, Newark, O.
C. Rittenhouse.....Yard Conductor, Newark, O.

One of the finest of the many flag raising ceremonies that have taken place all over the System was held in Zanesville on the afternoon of Sunday, April 29.

An imposing parade, in which the military was the dominant note, preceded the ceremony. Grand Marshal C. A. Barton, with his aides, headed the procession, followed by the band of the Seventh Regiment, Ohio National Guard, Companies A and E and the Hospital Corps of that regiment. Then came the representatives of all the prominent fraternal societies, Boy Scouts, the employes of Zanesville business houses, clubs, Newark Division officials and employes and the employes of other railroads entering Zanesville. There were about 4,000 in line and it is estimated that at least 12,000 witnessed the parade and the flag raising ceremonies.

An eighty foot staff had been erected on the grass plot opposite our passenger station and



TWELVE THOUSAND PEOPLE ATTENDED THE FLAG RAISING CEREMONY AT ZANESVILLE

near it a platform built for the speakers. Around this the large crowd gathered. The program was as follows:

Invocation, the Rev. W. L. Whallon; song, "America," lead by a chorus of girls and accompanied by the massed bands—the crowd was invited to join in the singing; address by Judge A. A. Frazier, general counsel of the Company; address by superintendent Stevens, of the Newark Division; unfurling of the flag by Master Richard Baldwin.

Judge Frazier emphasized the fact that the thrill of patriotism or reverence for the American flag is not derived from its colors or the texture of the fabric, but from what the flag represents. He spoke of the struggles through which the nation has passed and the difficulties encountered to keep the greatest democracy on earth equal to the demands on it. He then reviewed the various steps leading up to the present world crisis in which America has become an entrant and predicted that the American people would not be found wanting in the struggle between democracy and autocracy—between the overnment which derives its power to govern from the consent of the governed, and that which dictates through assumed authority to the governed.

Superintendent Stevens commented on the spectacle of seeing one hundred and fifty Rumanians assembled near the speakers' stand. They were carrying a banner signifying their unity with America and thankfulness for American freedom. "That banner and that body of men," said superintendent Stevens, "are the most beautiful things I have seen in Zanesville today and emphasize the beneficence of welcoming the peoples of Europe to the American freedom."

Superintendent Stevens then spoke of the railroader's and the railroads' part in the war. He drew the conclusion that, no matter whether men were engaged in agricultural preparedness, in work or transportation for the benefit of the government, in munition plants or in the trenches at the front, they were each entitled to credit for their endeavors—one as essential as the other.

At the conclusion of the speaking, Master Richard Baldwin pulled the rope that unfurled the beautiful American flag at the top of an eighty foot flag staff. There was an outburst of cheering and a volley of shots in salute from the soldier boys and the ceremonies were concluded.

Newark Shops

On the afternoon of April 21 an elaborate flag raising ceremony was held at Newark shops, under the auspices of the shop employes.

A parade, consisting of the Home Company of Old Guards in their uniforms of '61, the Buckeye Band of this city, six hundred Baltimore and Ohio employes, a number of young ladies dressed in the national colors and several beautifully decorated automobiles carrying the committee on arrangements and the speakers, started from the Auditorium Building, on the public square, and proceeded to the shops.

About two thousand people gathered around the platform which had been built near the erecting shop. Superintendent of shops Cooper, acting as master of ceremonies, gave a short talk in which he emphasized the need of loyalty in the present crisis. He then introduced superintendent Stevens, who dwelt principally on the railroad man's duty in war times, showing that railroad men were in the national service as much as are soldiers and that it was most important that the railroads should keep a steady stream of supplies and munitions flowing to the troops in the field. His address was received with cheers.

Next came the flag raising, for which Mr. Tagg, engineer in charge of the power plant, had devised a novel scheme. A large paper box was hoisted to the top of the eighty-five foot staff and at a given signal was opened, releasing four pigeons, a quantity of confetti and the flag. At the same moment four other flags were raised over different shops within sight of the crowd and the Old Guard fired a salute.

Attorney Charles Montgomery, one of the leading lawyers of Newark, spoke on "Patriotism," and Mr. Ray Martin, another well known attorney, on "Our Flag." The program was concluded by the singing of the "Star Spangled Banner."

The affair was a great success in every way and the local papers devoted much space to a description of the ceremonies. Credit is due the committee in charge, consisting of machine shop foreman C. A. Card, boiler foreman E. H. Ritter, erecting shop foreman W. L. Clugston and tin and pipe shop foreman William Browning, with the assistance of superintendent of shops Cooper.

Our genial foundry clerk, Charles Haslop, is beaming with joy. There's a reason. Yes, its a boy. Mother and son are doing nicely.

A number of the employes interested in baseball recently met in the superintendent of shops' office and arranged for organizing their ball club for the season. A. E. Roll, of the superintendent's office force, was made manager of the team. Quite an array of talent is available and the prospects are excellent for a strong playing team and one that will show the way to its opponents. Newark leads in a great many things on the System and we would not be surprised (nor adverse to seeing) baseball added to the list during the present summer.

Miss Eva Diment has taken the position of stenographer to chief piecework inspector. Her predecessor, Raymond Allison, was promoted to enginehouse clerk. This is Miss Diment's first employment in the railroad business and we want to bid her welcome to the Baltimore and Ohio—the best of all railroad systems.



S. H. STEWART, JR.
Son of Yard Brakeman S. H. Stewart, of the Connellsville Division

F. R. Ryan, machinist apprentice, and Miss Alice Riggs, a charming young Newark woman, were recently married. They spent their honeymoon in Cleveland, Ohio. "Bud" is mighty popular among his fellow workmen, and now that he is back at his post of duty he is kept busy shaking hands and accepting compliments and good wishes for a long and happy journey through life.

Connellsville Division

Correspondents

P. E. WEIMER, *Office of Sup't*, Connellsville
S. M. DEHUFF, *Manager of Telegraph Office*, Connellsville
C. E. REYNOLDS, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. BROUGHTON	Chairman, Superintendent
C. M. STONE	Trainmaster
T. E. MILLER	Master Mechanic
G. N. CAGE	Road Foreman of Engines
DR. M. H. KOEHLER	Medical Examiner
H. B. PIGMAN	Division Operator
A. P. WILLIAMS	Division Engineer
H. D. WHIP	Relief Agent
C. A. ALBRIGHT	Agent
E. E. MCDONALD	Agent
W. F. HERWICK	Conductor
W. J. DAYRON	Road Brakeman
O. E. NEWCOMER	Fireman
W. H. METZGAR	Supervisor
E. C. LUCAS	Car Foreman
A. L. FRIEL	Shop Foreman
H. E. COCHRAN	Secretary

J. L. Snyder, our veteran agent at Glencoe, Pa., fell and broke his right leg while getting out of a camp car at his station on May 12. He was taken to the hospital at Cumberland, where it is reported he is doing nicely.

Engineman Henry Albright, in addition to upholding his reputation as a violin player and checkers expert, still finds time to farm three city lots. Seems like a lot for one man to undertake but—leave it to "Hen."

C. E. Buttermore, assistant chief clerk to the superintendent, died on May 5 after an illness of one week. Pneumonia was the cause. His death cast a pall of sadness over division headquarters, as Mr. Buttermore was held in high esteem by all with whom he came in contact. Entering the service of the Company in 1905, he was employed as a stenographer in various departments until 1911, when he was appointed to the position he held at the time of his death. He is survived by a wife and daughter. P. A. Jones has been appointed successor to Mr. Buttermore.

The lad in the toy Ford is S. H. Stewart, Jr., son of S. H. Stewart, yard brakeman at Connellsville.

The young lady riding the donkey is Myrtle Louise De Huff, the daughter of S. M. De Huff, our correspondent.

Pittsburgh Division

Correspondents

E. C. MURRAY, *Office of Sup't*, Pittsburgh
B. J. MCQUADE, *Office of Sup't*, Pittsburgh

Divisional Safety Committee

T. J. BRADY	Chairman, Superintendent
T. W. BARRETT	Vice-Chairman, Trainmaster
W. J. KENNEDY	Secretary
C. C. COOK	Division Engineer
M. C. THOMPSON	Road Foreman of Engines
G. W. C. DAY	Division Operator
E. J. BRENNAN	Superintendent of Shops
F. P. PFAHLER	Master Mechanic
A. J. WEISE	General Car Foreman
F. BRYNE	Claim Agent
W. F. DENEKE	Agent, Pittsburgh
DR. J. P. LAWLOR	Medical Examiner
R. F. LANGDON	Brakeman
E. D. MCCAUGHEY	Fireman
E. P. CHENOWITH	Conductor
J. J. BERRY	Foreman, Glenwood
J. L. SOLIDAY	Engineer



MYRTLE LOUISE DEHUFF
The daughter of S. M. DeHuff

An examination of the accounts and station building at Mars, on May 2, developed a very satisfactory condition. Superintendent Brady has written to agent O. C. Pinkerton, congratulating him.

An examination of accounts at Etna, Pa., on May 3, developed a very satisfactory condition, due to the interest which the cashier, Miss Kate Beck, has taken in handling them. Superintendent Brady has written to her, expressing the Company's appreciation.

On May 19 a flag raising took place at Willow Grove. The ceremony was attended by about five hundred people, including school children. Patriotic music was furnished by a band. An hour later a beautiful flag, made by Mrs. Arnold, wife of yardmaster Arnold, was raised just across the river at 36th Street. The speakers were as follows: chairman, Mr. Arnold; toastmaster, F. G. Hoskins, assistant superintendent; T. J. Brady, superintendent; John Beltz, trainmaster; Edward Ross, engineer; John W. Collins, fireman, who spoke on "Winning the war with railroads, and the burden of President Willard," and also spoke of his experiences in the Cuban and Philippine campaigns. He served two enlistments in the regular Army and is a member of the United Spanish War Veterans. This was Mr. Collins' sixteenth flag raising activity since a state of war has existed between our country and Germany, and his fourth flag raising on the Pittsburgh Division.

Happenings in Pittsburgh Yard

Maurice Lehmer, our popular passenger conductor, made a flying trip to Youngstown, Ohio, and remember, he is a bachelor, too! Maybe something doin'—can't never tell.

"Mollie" Tompkins, a brakeman on the third trick passenger crew, would certainly be out of luck if he did not have two things with him all the time—his famous smile and his corn cob pipe.

William Parfitt was sadly missed from the 1944 for a few days. She is some fancy engine, "Bill" says.

Charles Richardson is off on the relief. Charles says that he isn't as young as he was sixty some years ago.

Anybody seen "Bill" Heiser? The fellows were wondering what he and "Fritchy" were running up through "B" yard for the other day. They promised to tell us some day, but not now.

We are all wondering how "Teddy" Glenn got along the other night after he lost that Missouri meer*sham*.

Why is it that "Ed" Werreg and John Collins always have their heads together on the right side? That side is always passing the car cleaners. There must be a reason.

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By F. M. PAYNE



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Baltimore and Ohio Employes Magazine, Baltimore, Md.

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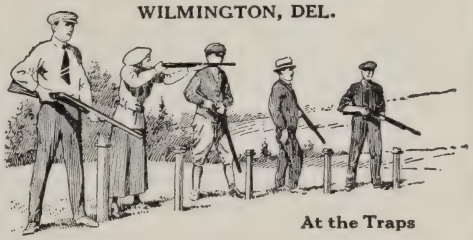
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Glenwood Shops

Correspondent, FRANK RUSH

On April 26 we held a flag raising at Glenwood. Credit certainly is due the committeemen, Messrs. Bogardus, White and Holland for the part they took in getting the program so well arranged and properly handled. Credit is also due "Bob" Jamison and his men for putting up the staff for us. It is said that ours was the best flag raising ceremony to be held by any concern in Pittsburgh, so far. Moving pictures were shown of the parade and raising of the flag at the Meca Theatre, Hazelwood. The program follows:

Master of ceremonies, John Picket; opening prayer, the Rev. C. A. Boory; song "America," by school children, accompanied by band and Baltimore and Ohio Glee Club; presentation of flag, by District Attorney R. H. Jackson; patriotic speech, the Hon. J. B. Drew; music, by band; address, M. H. Cahill, general superintendent; raising of flag, by the Color Guards; singing of the "Star Spangled Banner" by the Baltimore and Ohio Glee Club and audience; National salute, by an ex-soldier; benediction, by Father Devlin.

The Glenwood Athletic Association is not developing as fast as it should. The young men about the shops are not taking the proper interest in it. Let's all get together and make this a success. Why should we, at Glenwood, allow ourselves to be back numbers in a thing like this? A little assistance from both young and old employes on the Pittsburgh Division will no doubt make this association a success. Here's hoping that all meetings from now on will be better attended by the employes than has been the case in the past.

The Glee Club held its regular meeting on May 24, with about thirty members present. Mr. Twigger, our noted tenor, has joined the Engineering Company, and this, he expected, would be his last meeting with us for some time. We will miss him very much, but then how can the Army get along without a "twigger."

We will also miss E. J. Brennan from our regular meetings, as his new job will keep him out of the city a great deal. But our new superintendent of shops at Glenwood, R. B. Stout, when taking up his other duties at this station, will also be called upon to look after the Club, just the same as Mr. Brennan. Mr. Perry presented the Club with a new piece of music entitled "The Sunshine of Your Smile," which was very kind and thoughtful of him. We shall be glad to sing it for him in the near future.



BALTIMORE AND OHIO MEN WHO HAVE SERVED THEIR COUNTRY TOOK PART IN THE PARADE

Photo by Dr. C. H. Wilson

Overheard at the Hazelwood station, Friday morning, May 4, 7.35 a. m.

Friend—"Were you down at the Glee Club last night?"

Second Friend—"No, I wish I had been."

First Friend—"Well, I was working overtime and heard them at practice and I tell you they *can* sing."

The Glee Club meeting night has been changed from Thursday to Tuesday, for the benefit of some who could not meet on Thursday. If you want to spend a pleasant evening, come up. We will be glad to see you.

The Club wishes to thank the committee and all our boys for the way they supported the Glee Club dance. It was our first one and shows what can be done when good fellows get together with the right spirit for the right cause. It was a bad evening, but a good night.



THE FLAG RAISING AT PITTSBURGH ROUNDHOUSE

Photo by Dr. C. H. Wilson

We were all sorry to hear of the death of the wife of engineer McFall. Mr. McFall and his family have our heartfelt sympathy.

We were glad to hear of the appointment of C. T. Early as assistant boilermaker foreman at Glenwood.

Born on March 26, a baby girl to Mr. and Mrs. Daniel Wible. Congratulations!

It was with great pleasure that we heard that our former superintendent of shops, E. J. Brennan, had been appointed general master mechanic.

A. L. Brown has been appointed master mechanic at Glenwood, vice F. P. Pfahler, transferred to Cumberland as master mechanic.

E. R. Schneider has been promoted to general roundhouse foreman at Glenwood. We wish him success in his new position.

The Glenwood Shop baseball team is now well organized and there is no doubt but that they will cut some figure in the competition for the championship. Mr. Gisbert has been appointed manager and "Andy" Bennett captain.

New Castle Division

Correspondent, J. A. Lloyd, *Chief Clerk to Superintendent*

Divisional Safety Committee

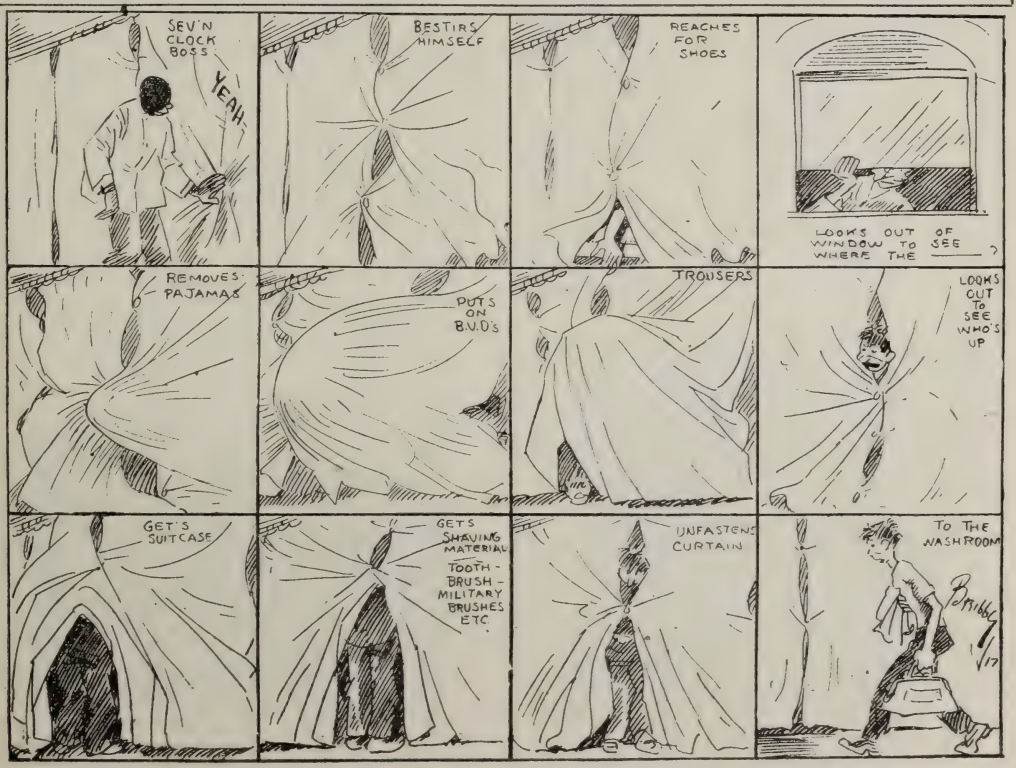
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C. P. Angell	Trainmaster
D. W. Cronin	Division Engineer
J. J. McGuire	Master Mechanic
T. K. Faherty	Road Foreman of Engines
James Aiken	Agent, Youngstown, O.
Dr. F. Dorsey	Medical Examiner
C. G. Osborne	Division Claim Agent
F. H. Knox	Agent, New Castle, Pa.
W. P. Cahill	Division Operator
W. Damron	Terminal Trainmaster
A. T. Humbert	Master Carpenter

Rotating Members (to serve three months)

E. F. Toepfer	Road Engineer
G. T. Griffith	Road Fireman
H. A. Bradley	Road Conductor
S. K. Fielding	Yard Engineer
L. Whalen	Pipefitter
J. W. Ferron	Work Checker, Car Department

Our officials and employes joined in an inspiring display of patriotism at New Castle Junction, on the afternoon of May 9, when a beautiful 8 by 12 foot flag was raised to the top of a 110 foot staff, equipped with electric light for night-lighting.

Movie of a Man Arising from a Pullman Berth — By BRIGGS



Courtesy of New York Tribune

A large crowd of employes, officials and interested friends attended, a special train being run from the city for their accommodation.

The large platform about the flag-staff stands midway between the offices and the shops. A number of men from Troop F, carrying their guidon, preceded the party of spectators, and took their places in front of the speakers' stand, while the Croton School Drum Corps played. A number of cars stood on the tracks nearby and these were lined with men from the shops, who had been granted a half holiday. The space surrounding the platform was filled with the crowd, which remained until the close of the program.

John F. Woods had charge of the ceremonies, and introduced the speakers. After the invocation by the Rev. C. S. Joshua, attorney George W. Muse made the opening address, urging his hearers to stand by their country in its hour of need. Mrs. W. W. Clendenin, "Mother of the Red Cross in Lawrence County," then spoke briefly, explaining the meaning of the three flags she waved, the Stars and Stripes, the British flag and the French tri-color.

Mayor A. D. Newell also spoke briefly, and attorney C. W. Fenton urged upon his hearers the importance of each one doing his duty, whether in actual service in the army or navy or in the production and conservation of food supplies.

The drum corps then played another selection, and the Rev. Joshua spoke briefly, after which the formal raising of the flag was carried out. The honor of raising the flag to the top of the big pole was accorded to engineer J. F. Johnson, the oldest employe on the division, who is a veteran of the Civil War, having enlisted at the age of fifteen. He raised the flag, still folded, to its place, then at the proper minute the cord attached to it was pulled and the beautiful flag waved in the breeze, while the crowd cheered, and a quartet from the shops led in the singing of the "Star Spangled Banner."

The saluting volley was then fired by Troop F men, and as they finished the salute was taken up by every engine in the vicinity.

Attorney Muse, a Spanish-American war veteran, said that he had attended many flag-raisings, but that this was the first one that he had seen conducted in strict accordance with military regulations.

The committee on the unfurling of the flag was composed of F. D. Ablett, Harry Reese and "Jack" Moran, and the general committee in charge of the day was composed of F. D. Ablett, W. P. Cahill and John Warnock.

The Baltimore and Ohio officials here have received word from the general offices instructing them to form their own Red Cross organization. Nearly all the men are already members, and the office girls sent word yesterday that they will join in a body.

The employes of every department contributed to the fund for purchasing the flag and every department was represented at the ceremonies.

The management of the New Castle Division wants to express its thanks to all those who had charge of and perfected the arrangements.

Chicago Division

Correspondent, P. G. Ervin, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. Jackson.....Superintendent, Chairman, Garrett, Ind.
T. J. Rogers....Trainmaster, Vice-Chairman, Garrett, Ind.
T. E. Jamison.....Trainmaster, Garrett, Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
John Tordella.....Division Engineer, Garrett, Ind.
F. N. Shultz.....Division Operator, Garrett, Ind.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
W. F. Moran.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
R. R. Jenkins.....Secretary Y. M. C. A., Chicago Jct., O.
Dr. C. W. Hedrick....Medical Examiner, Chicago Jct., O.
Dr. F. Dorsey.....Medical Examiner, Garrett, Ind.
T. E. Spurrier.....Claim Agent, Tiffin, O.
John Draper.....Agent, Chicago, Ill.
F. W. Paden.....Agent, North Baltimore, O.
S. T. Leek.....Engineer, Garrett, Ind.
A. Dreibelbis.....Fireman, Garrett, Ind.
J. C. Williams.....Conductor, Garrett, Ind.
F. A. Kern.....Brakeman, Garrett, Ind.
E. R. Bishop.....Yard Brakeman, Chicago Jct., O.
H. H. Vanderbosch.....Machinist, Garrett, Ind.
R. Kingsbury.....Wheel Checker, Car Dept., Garrett, Ind.
C. W. Carpenter.....Boilermaker, Chicago Jct., O.
Wm. Shultz.....Pipefitter, South Chicago, Ill.

The accompanying picture is of six Garrett young men who have enlisted in the Coast Artillery Corps of the Army and are now stationed on the coast of Maine. Reading from left to right they are: Edgar Beeber, a son of conductor Beeber; Herbert Wilcox, former crew caller; John Hopper, messenger in the office of the division accountant and a son of boiler inspector Charles Hopper; Carl Sliger and Paul Stewart, Garrett High School boys, and Daniel Farmer, a son of engineer Daniel Farmer.

Garrett has already furnished a large number of young men for service in the Army and Navy and doubtless will furnish a good many more. All the boys in the picture are members of well known and highly respected Garrett families.



GARRETT BOYS WHO HAVE ANSWERED THE CALL TO THE COLORS



F. M. THORNTON AND HIS BROTHER

The accompanying picture is of operator F. M. Thornton (seated) and his brother (standing). Mr. Thornton has been in the service for the last thirteen years and is one of our wideawake and alert operators. Since January, 1916, he has had five entries of commendation placed on his record, which shows that he is not only working to earn his salary, but also working in the interest of "Safety First."

W. C. Guthrie, for the last few years chief clerk to the storekeeper at Garrett, has been transferred to the position of storekeeper at New Castle Junction, Pa. He is succeeded at Garrett by William Hathaway. We wish them both success in their new positions.

Effective May 1 R. J. Myers was appointed night ticket agent at Fostoria, Ohio, vice F. S. France, resigned to accept a position with another railroad.

H. G. Hursh, for the last year stenographer to the division engineer at this point, has been transferred to the same position at Pittsburgh, Pa. We wish him success.

South Chicago

Correspondent, Mrs. Bertha A. Phelps
Wheelage Clerk

Yard clerk Leonard G. Randall, whose picture appears on this page, is a member of Company K, First Infantry, Illinois National Guard.

Switchman James Brennan has enlisted in the U. S. Marine Corps, and has been sent to the Marine Barracks at Port Royal, S. C., where he will remain for instruction for three months and then be assigned to regular duty.

Engineer W. S. Skinner, who was in the Navy for four years, left on April 8 for Boston, where he was assigned to duty on board a man-o-war. Others who have enlisted are inspector O'Brien and switchman Kist.

J. M. Shay has been promoted from special foreman at Cincinnati to general foreman at South Chicago, vice C. W. Burke, resigned to become master mechanic of the Iroquois Iron Co., at South Chicago.

Mr. Burke has been with us for twenty-five years and has the admiration of all his employes, who regret to lose him but who extend a hearty welcome to Mr. Shay.

Level foreman John Timm has left us after seventeen years of service. Edward Murphy succeeds him.

Miss Clara Erickson has accepted a position as stenographer in storekeeper Kazmarek's office.

This station has been equipped with up-to-date telephone service. Miss Ione Sack is the switchboard operator.

Chicago Terminal

Correspondent, R. G. Clark, *Assistant Abstracter*, Chicago

Divisional Safety Committee

J. L. Nichols.....Chairman, Superintendent
J. W. Dacy.....Trainmaster
C. P. Palmer.....Division Engineer
F. E. Lamphere.....Assistant Engineer
Alex. Craw.....Division Claim Agent
W. J. Wainman.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Supervisor, Chicago Division
Wm. Hogan.....Supervisor, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Road Foreman of Engines
Chas. Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
Morris Altherr.....Assistant Agent, Forest Hill
J. O. Callahan.....General Car Foreman

Rotating Members (to serve three months)

O. E. Burger.....Engine Foreman, East Chicago, Ind.
F. Foley.....Engine Foreman, Blue Island, Ill.
J. Wise.....Engine Foreman, Robey Street
John Bickel.....Engineer, Robey Street
M. J. McHugh.....Fireman, Robey Street
Thos. Kennedy.....Engineer, East Chicago, Ind.
Fred Krause.....Fireman, East Chicago, Ind.
H. J. Masse.....Machinist, East Chicago, Ind.
W. E. Lowry.....Boilermaker, East Chicago, Ind.
W. Bock.....Machinist, Robey Street
D. W. Alderman.....Car Inspector, Robey Street



LEONARD G. RANDALL

The Roll of Honor

Up to May 21 the following employes of the Terminal had enlisted for some branch of army service: G. W. Hesslau, T. F. Philbin, William Fitzgerald, James B. Pope, F. A. Betts, F. B. Fitzgibbons, L. O. Hall, William McVail, J. Sheets, Rufus Laulb and T. Miller.

Let those of us who, for various reasons, are unable to enlist remember that we can do our bit at home by doing our work the best we know how, by becoming members of the Red Cross, by subscribing to the Liberty Loan, by avoiding waste and by backing our Government to the limit in whatever it may do.

The entire Terminal joins us in wishing C. F. McKelvey, general yardmaster at Barr yard, a speedy recovery from the illness which has confined him to his home for the past two months. R. C. Ott is at present taking Mr. McKelvey's place.

Harry Anderson has been made yardmaster at East Chicago.

George Collatz, formerly chief yard clerk at Barr yard, is now firing a locomotive.

The Chicago Terminal bowling team, represented by L. H. Reinke and H. White, finished fifth in a field of 178 teams entered in the National Railway Bowling tournament.

The Chicago Terminal is doing its bit toward assisting the Red Cross, over 916 memberships having been received up to May 21, and there are several lists still out.

The Chicago, Milwaukee & St. Paul baseball team defeated the Chicago Terminal by a score of 2 to 1 in the opening game of the season of the Chicago Railway League, on May 19. The Chicago Terminal battery was Hanson and Mueller.

The Chicago Terminal Athletic Association has become a life member of the American Red Cross, and all money formerly spent for amusement will be devoted to the work of the Red Cross. This is practical patriotism!



MRS. EDWARD SUNDERLAND

The accompanying picture is of Mrs. Edward Sunderland, who made the large flag now flying over the Lincoln Street terminals, which was raised, with appropriate ceremonies, on April 30.

A concrete illustration of the way railroad employes may do their bit for Uncle Sam was given by the Calumet Division on April 22, when a trainload of government horses was handled in record time.

Ohio Division

Correspondent, W. L. Allison, *Operator*
C. D. Office, Chillicothe, Ohio

Divisional Safety Committee

A. A. Iams.....Chairman, Superintendent
R. Mallen.....Road Foreman of Engines
H. E. Greenwood.....Master Mechanic
C. H. R. Howe.....Division Engineer
T. E. Banks.....Trainmaster
Dr. F. H. Weidemann.....Medical Examiner
L. A. Pausch.....Supervisor
L. B. Manss.....Captain of Police
L. Kedash.....Road Conductor
C. Skinner.....Road Brakeman
S. B. Frost.....Road Engineer
L. W. Schaffer.....Road Fireman
H. L. Shea.....Yard Fireman
J. Shane.....Machinist
J. Rutherford.....Tank Repairman
S. Griffin.....Agent, Hillsboro



SCHOOL CHILDREN MARCHING IN THE PARADE THAT PRECEDED THE FLAG RAISING AT CHILLICOTHE ON MAY 12

On Saturday, May 12, the people of Chillicothe ate an early dinner and hastened over to Main Street to see the big patriotic parade, which preceded the Baltimore and Ohio flag raising at Union Station grounds.

It was some parade and it moved to the station through throngs of cheering people, hundreds of school children, all carrying flags, in the van. At their head rode Colonel Richard Enderlin, a Civil War veteran, and W. B. Woodrow, the marshals.

Following the school children came the Twentieth Century Band, heading the railroad boys, who marched ten abreast, with a flag at rest on their shoulders. Then came a platoon of Company H and then the Boy Scouts, marching like veterans.

Baltimore and Ohio officials followed in automobiles, superintendent Iams, assistant superintendent G. S. Cameron and ex-Senator Dick, one of the speakers of the day, occupying the leading machine.

In the meantime the boys at the shops had not been idle. A steel pole, fifty feet high and painted white, had been erected on a concrete foundation in the center of the lawn. The carpenters were busy all morning putting up a platform near the flag pole and had it all fussed up with red, white and blue bunting and more flags. The parade wound around in circular formation until the lawn was crowded and presented a riot of color. The band played patriotic airs while waiting for the speakers and officials to mount the platform and start the program. A cold wind blew out of the northwest and the sky was over cast, making heavy wraps necessary for comfort, but this did not dampen the ardor or spirit of the crowd, as evidenced by their patriotism and good nature in cheering the speakers, cheering the band and then giving three rousing cheers for the Baltimore and Ohio shopmen, who were responsible for the event. Railroad men and their families predominated and it was a great and happy gathering.

After an invocation by the Rev. D. L. Moritz, our division operator, G. W. Plumly, who was master of ceremonies and chairman of the day, delivered the opening address. He then introduced Ex-Senator W. L. Dick, Baltimore and Ohio fuel inspector, as the first speaker.

Dr. W. S. Hoy, of Wellston, State Representative, was the last speaker, and made an eloquent appeal for allegiance to the flag. He called to the platform W. S. Richards, past commander of the E. U. Weidler Camp, United States Spanish War Veterans and a survivor of the ill-fated battleship Maine. To Mr. Richards was given the honor of raising the flag and as the school children, led by the band and the male chorus, sang "The Star Spangled Banner," the big ten by twenty flag began to mount the staff.

Rev. J. A. Laughbaum, of Calvary Lutheran Church, pronounced the benediction and the crowd scattered. In spite of the inclement weather conditions, the whole affair was successfully carried out, thanks to the untiring efforts of the boys from the shops and to those other employes who contributed toward the expense of buying the flag and hiring the band and to the cooperation of our local railroad officials, which was given cheerfully and whole-heartedly.

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

R. B. White.....Chairman, Superintendent, Seymour, Ind.
S. U. Hooper.....Trainmaster, Seymour, Ind.
J. B. Prukhiser.....Trainmaster, Seymour, Ind.
H. R. Gibson.....Division Engineer, Seymour, Ind.
J. E. Quigley.....Master Mechanic, Seymour, Ind.
S. A. Rogers.....Road Foreman of Engines, Seymour, Ind.



THE FLAG RAISING AT CHILLICOTHE, ON MAY 12

M. A. McCarthy.....Division Operator, Seymour, Ind.
P. T. Horan.....General Foreman, Seymour, Ind.
E. Massmann.....Agent, Seymour, Ind.
J. E. Sands.....Agent, Louisville, Ky.
J. E. O'Dom.....Special Claim Agent, Cincinnati, O.

Rotating Members

L. N. Simmons.....Fireman, Seymour, Ind.
A. Beck.....Conductor, Seymour, Ind.
Lon Durham.....Passenger Engineer, Louisville, Ky.
C. W. Kline.....Track Foreman, Osgood, Ind.

Effective May 17, a ticket agency was opened at St. Bernard, Ohio. A. M. Cosby, freight agent at that point, will now be in charge of both freight and passenger business.

The employes of the Seymour roundhouse thank S. A. Rogers for his gift of a large American flag, which now floats from a staff on the water tower.

The sand tower recently erected by the M. of W. Department at Seymour roundhouse is much appreciated by the employes there.

The 1917 baseball team is now being organized, and the employes feel that before the season closes it will show the other divisions something about the fine art of baseball playing.

Superheated freight engine 2772, recently transferred to this division, has been assigned to engineer Walter Darling and fireman Ross Hinkle. Both gentlemen are wearing broad smiles, caused by their success in hauling tonnage.

The Seymour Bachelor Club, composed principally of Baltimore and Ohio employes, gave a "delightful" on April 2.

We are sorry to lose our faithful day caller, Harry Reed, but congratulate him upon being promoted to train service.

Cincinnati Terminal

Correspondent, Joseph Beel, *Transportation Department*

Divisional Safety Committee

T. L. Terrant.....Chairman, Assistant Superintendent
J. Weidenweber.....Secretary
J. H. Meyers.....Trainmaster
C. H. Creager.....Road Foreman of Engines
L. A. Cordie.....Assistant Terminal Agent
A. J. Larrick.....Car Foreman
J. A. Tschuor.....General Foreman
G. A. Bowers.....General Foreman
T. Mahoney.....Supervisor

Rotating Members

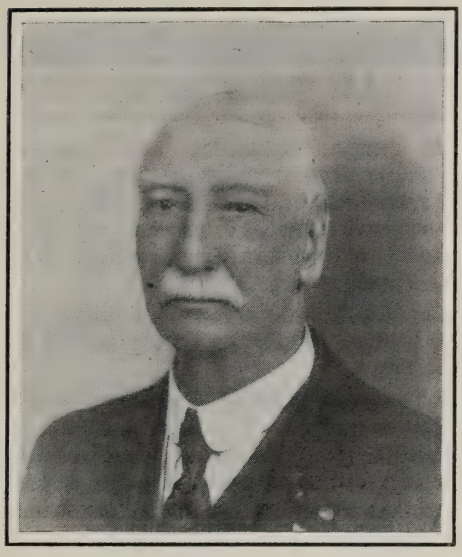
E. R. Hottel.....Machinist
H. W. Kirbert.....Engineer
C. R. Doolittle.....Yardmaster
G. Hurdle.....Inbound Foreman
R. H. Searls.....Claim Clerk
A. J. Heird.....Yardmaster

That the employes at Storrs Shop are fully in accord with the spirit of patriotism that is sweeping over the country in these troublesome times was demonstrated on May 1 by an impressive flag raising. The large, beautiful American flag was carried by eight apprentice boys at the head of a parade composed of shop men, who, to the music of the buglers of the Third Regiment, marched to the speakers' stand.

J. A. Tschuor, general foreman, was master of ceremonies, and was ably assisted by the flag raising committee, composed of A. Buehrle, W. Gerth, J. D. Greene and A. G. Haar. The invocation was pronounced by the Rev. G. N. Jolly, who also gave a very interesting talk on the origin of the "Stars and Stripes." "America" was then sung by the shop men, and then followed addresses by R. B. White, superintendent, T. L. Terrant, assistant superintendent, G. A. Bowers, general foreman at Stock Yards, and George W. Whipple, a pensioned blacksmith. The concluding address was made



PARTICIPANTS IN THE FLAG RAISING AT CINCINNATI TERMINAL



JOSEPH P. COX

by David E. Dick, ex-Senator from Maryland, who made an impressive and patriotic address that will be long remembered by those who were present. He also recited "Your Flag and My Flag" while "Old Glory" was being unfurled. The "Star Spangled Banner" was then sung by the shop men, closing the ceremonies. Carnations were distributed by the Misses L. Flannery and B. Beineke, stenographers in the general foreman's and storekeeper's offices. Moving pictures were taken of the event, and were shown at a local theatre.

Joseph P. Cox, seventy-seven years old, who completed his fifty-third year of active railroad service on April 30, has been promoted from city ticket seller to special passenger agent. Mr. Cox, or "Uncle Joe," as he is known to railroad men throughout this section of the country, entered the service of the Cincinnati, Hamilton and Dayton Railway Company on May 1, 1864, in the Baggage Department. In 1871 he became passenger and freight conductor. Two years later he was made general baggage agent, a position which he held until 1885, when he was transferred to the city ticket offices. In his new position he will report to general passenger agent Squiggins. "Uncle Joe" is a native of Cincinnati.

Illinois Division

Correspondent, C. D. Russell, *Extra Train Dispatcher*, Flora, Ill.

Divisional Safety Committee

R. B. Mann.....Chairman, Superintendent
C. G. Stevens.....Trainmaster
K. S. Pritchett.....Trainmaster
W. F. Harris.....Master Mechanic (Sanitation)
F. Hodapp.....Road Foreman of Engines
C. E. Herth.....Division Engineer
H. E. Orr.....Master Carpenter (Sanitation)
C. S. Whitmore.....Signal Supervisor (Sanitation)
M. F. Wyatt.....Supervisor
C. H. Singer.....Freight Agent
C. S. Mitchell.....Freight Agent

Rotating Members

C. F. Baker.....Engineer
L. C. Price.....Engineer
H. N. Murray.....Conductor
S. Rittenhouse.....Brakeman
C. A. McCracken.....Machinist
F. Parrish.....Machinist's Helper
J. S. Clark.....Car Inspector
J. Thome.....Track Foreman

C. M. Newman, superintendent of shops at Washington, expects to start a school for apprentices, where they will receive mechanical instruction in the line of their work. The plan as outlined meets with the hearty approval of all the shop men.

To be frank, we still entertain serious doubts as to the exact weight of the fish caught by Cameron Harrod, George Bultman and Walter Mischler. First, because we did not see the fish, and second because we understand that the scales had not been inspected by a Government inspector.

August Hartman, storekeeper at Flora, was seriously injured on April 20, when the steel flag pole, recently erected at the storeroom, was broken off at the second joint by a heavy wind. The falling staff struck him on the head. He is reported to be still unconscious, but slowly improving. We all hope for his speedy recovery.

Edward Cox has been appointed agent at Barn Hill, vice W. K. Meeks, resigned.

W. T. Taylor, relief agent, has been granted leave of absence, and is, we understand, to scour the wild and wooly west in search of rosy cheeks and gold bullion. He is succeeded by C. S. Everett.

J. P. Smith has been appointed agent at Sandoval, vice A. B. Nance, transferred.

With the issue of the next number of our Magazine we hope to be able to gladden a page with a photograph of the new station and office building at Flora. So prepare yourself for a surprise.

Those desiring a copy of Employes Magazine forwarded to them at the French battle front, kindly forward address at earliest possible moment. You may not get the Magazine, of course, but we'd like to know your address.

Toledo Division

Correspondent, I. E. Clayton, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

F. B. Mitchell.....Chairman, Superintendent
R. W. Brown.....Trainmaster
F. J. Parrish.....Division Engineer
I. E. Clayton.....Division Operator
Harry Driver.....Machinist
Fred Irey.....Road Engineer
F. McKillips.....Yard Conductor
P. K. Partee.....Secretary, Secretary to Superintendent

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The price of the Fox Typewriter, with regular equipment, is $100.00, but our **Railway Discount** of 25% reduces this to $75.00.

Send any amount you can spare, from $5.00 up, as a first payment, and pay $5.00 monthly. 5% discount for all cash. If $10.00, or more, is sent with order **we will include free** a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

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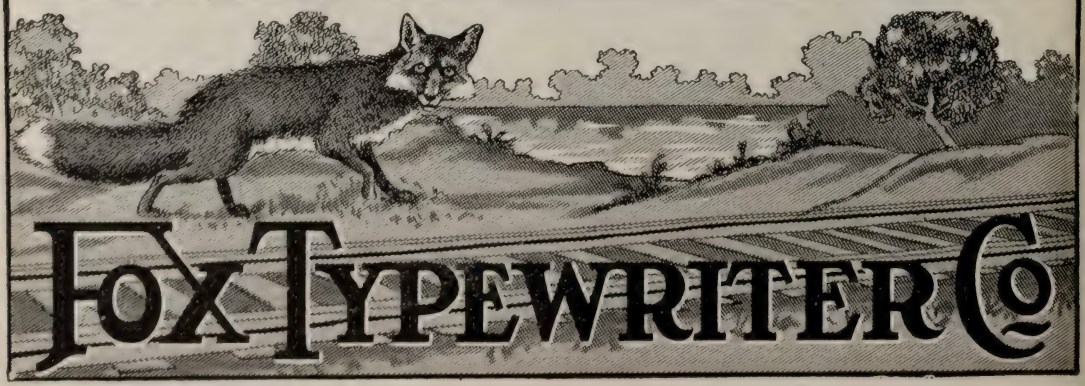
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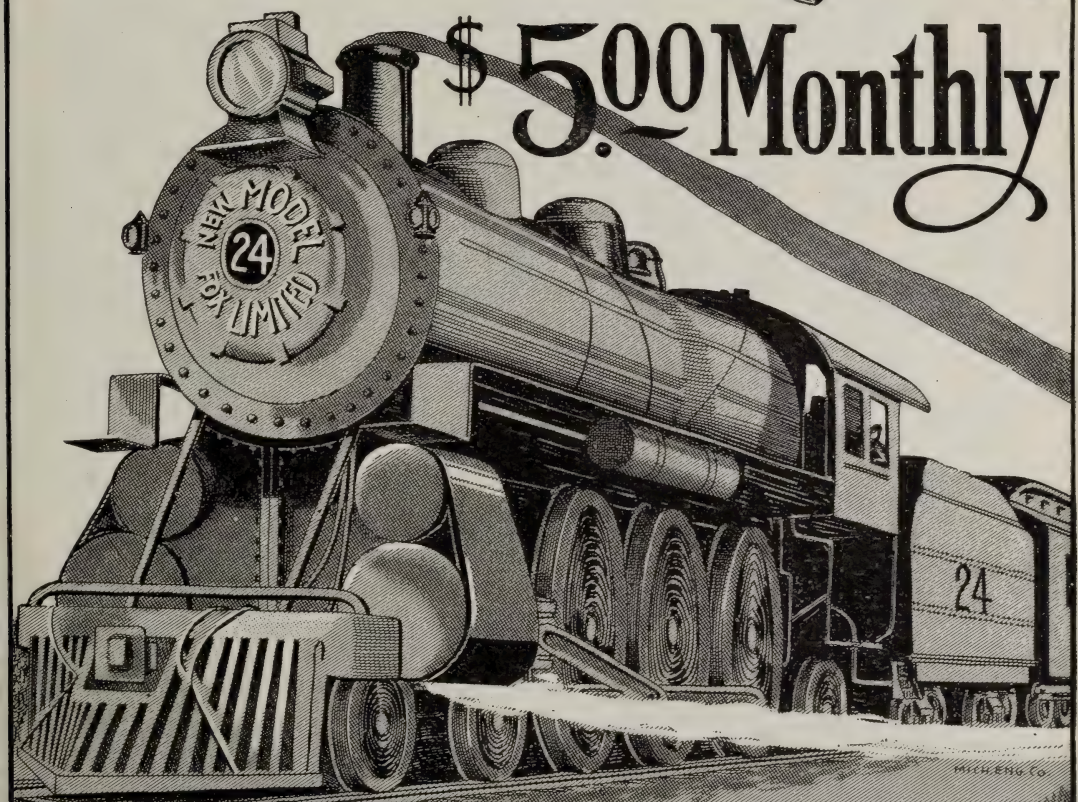
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GRAND RAPIDS, MICH.

Miss Verna Weihl has accepted the position of car checker, made vacant by the resignation of W. W. Morris.

A. Oakes, William Schoof, Frank Hoffman and William Schwab, dock employes, have returned from a vacation trip to New Orleans and Florida.

General foreman Edward Schoof, who has been in the service for eighteen years, died on April 20.

Harold De Lauder has accepted a position as office boy in the assistant superintendent's office.

C. R. Hyatt, tonnage clerk in the superintendent's office at Dayton, has resigned to accept a similar position with our road at Cleveland. W. R. Sauerbrun, formerly of the Big Four Railroad, has been appointed his successor. M. S. Williams has been appointed assistant tonnage clerk.

Wellston Division

Correspondent, H. T. Heileman, *Timekeeper*
Dayton, Ohio

Divisional Safety Committee

E. J. Carrell.....Chairman, Superintendent
C. R. Elkins.....Trainmaster
H. G. Snyder.....Division Engineer
Geo. Carr.....Division Foreman
J. N. Ginan.....Conductor
J. T. McGee.....Engineer
M. Roach.....Car Inspector
W. A. Bean.....Machinist
H. F. Schwab.....Division Storekeeper

The accompanying picture is of the flag raising, on April 21, at East Dayton shops. Employes and officers of the several different departments at East Dayton, all true Americans, regardless of ancestry, participated in the affair.

As an expression of their patriotism, in the present crisis when patriotic sentiment is running high, the employes on this division purchased a beautiful flag, which was raised to the peak of a one hundred and fifteen foot iron flag pole, also purchased by them.

The passing siding at Monroe has been lengthened 1,100 feet (by moving the east switch 1,100 feet farther east) and is now "O. K." for service.

Sandy Valley & Elkhorn Railway

Correspondent, George Dixon, *Chief Clerk*

Divisional Safety Committee

H. R. Laughlin.....Chairman
A. W. White.....Supervisor M. & W. Department
D. W. Blankenship.....Section Foreman
S. H. Johnson.....Engineer
E. E. Cassidy.....Fireman
J. M. Moore.....Conductor



THE FLAG RAISING AT EAST DAYTON ON APRIL 21

Baltimore & Ohio Employes Magazine



July 1917



I Want to Speak to the Man Who Wants a Home

¶ You are the man who works for the Baltimore and Ohio and wants to own a home. You want to find out just what it will cost you to buy a home for yourself and your family.

¶ If I were to talk to you about a plan which would make you the owner of a home practically on the same terms as you now pay rent, you would be willing to listen, wouldn't you?

¶ Now, instead of talking to me over the 'phone, just write to Division "S" of the Baltimore and Ohio Relief Department, Baltimore, Md., and find out just how you can secure the home which you have always hoped to own.

For thirty years the Savings Feature of the Relief Department has served thousands of Baltimore and Ohio employes who exchanged rent payments for payments on homes. Today is the best day to write for information.

The Relief Department has properties at various points on the System and will be glad to sell them to employes on the monthly payment plan.



THE STRANGEST WOMAN IN ALL HISTORY

HAVE you read about CATHERINE THE GREAT of Russia — the auburn-haired queen—the queen of romance? Was she the great queen—ardent lover—faithless wife—rumor has told? Was she twenty women in one—more beautiful than Helen of Troy—more brilliant than Cleopatra—more ruthless than Catherine de Medici—greater than Queen Elizabeth of England—this woman who came from a modest German duchy to rule over a wild Russian court and a wilder Russian land? What is the truth? The story of her life and every other character in history is to be found in the world-famous publication

Ridpath's History of the World

Dr. John Clark Ridpath is universally recognized as America's greatest historian. Other men have written histories of one nation or period; Gibbon of Rome, Macaulay of England, Guizot of France, but it remained for Dr. Ridpath to write a history of the entire World from the earliest civilization down to the present.

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If you would know the underlying causes which have led up to this conflict, the great racial antipathies, the commercial rivalries, the sting of past defeats, the vaulting ambitions for world empire, you will find them all in Ridpath's History of the World.

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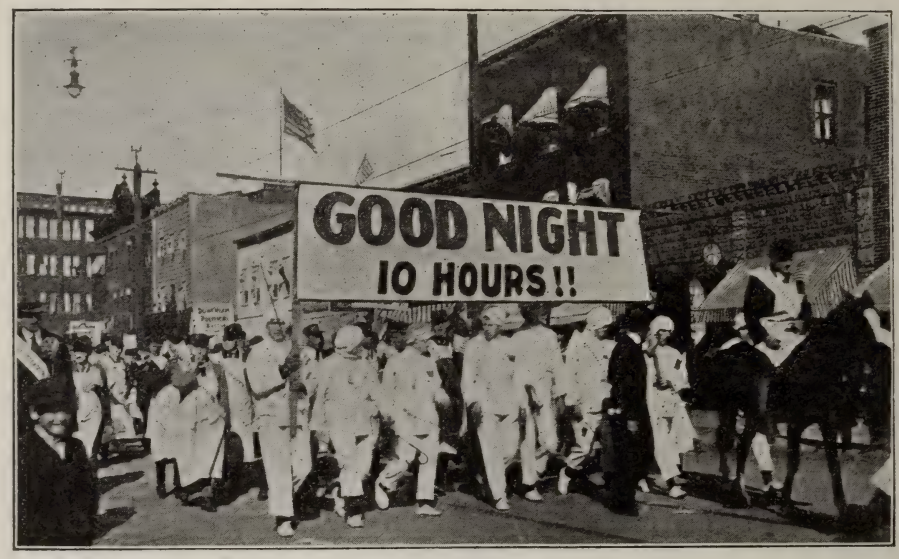
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Our 8-Hour Day Parade and Celebration



October 28, 1916

Our 12,000 workers joined as one "Big Family" in a jollification in honor of the 8-hour day.

It Was Our Family's Own Celebration

To them all credit is due. It was conceived by them, managed by them and carried out by them. They raised the fund for the celebration. They dictated the sentiments of the countless banners, every one of which expressed that priceless asset to any firm—CONFIDENCE.

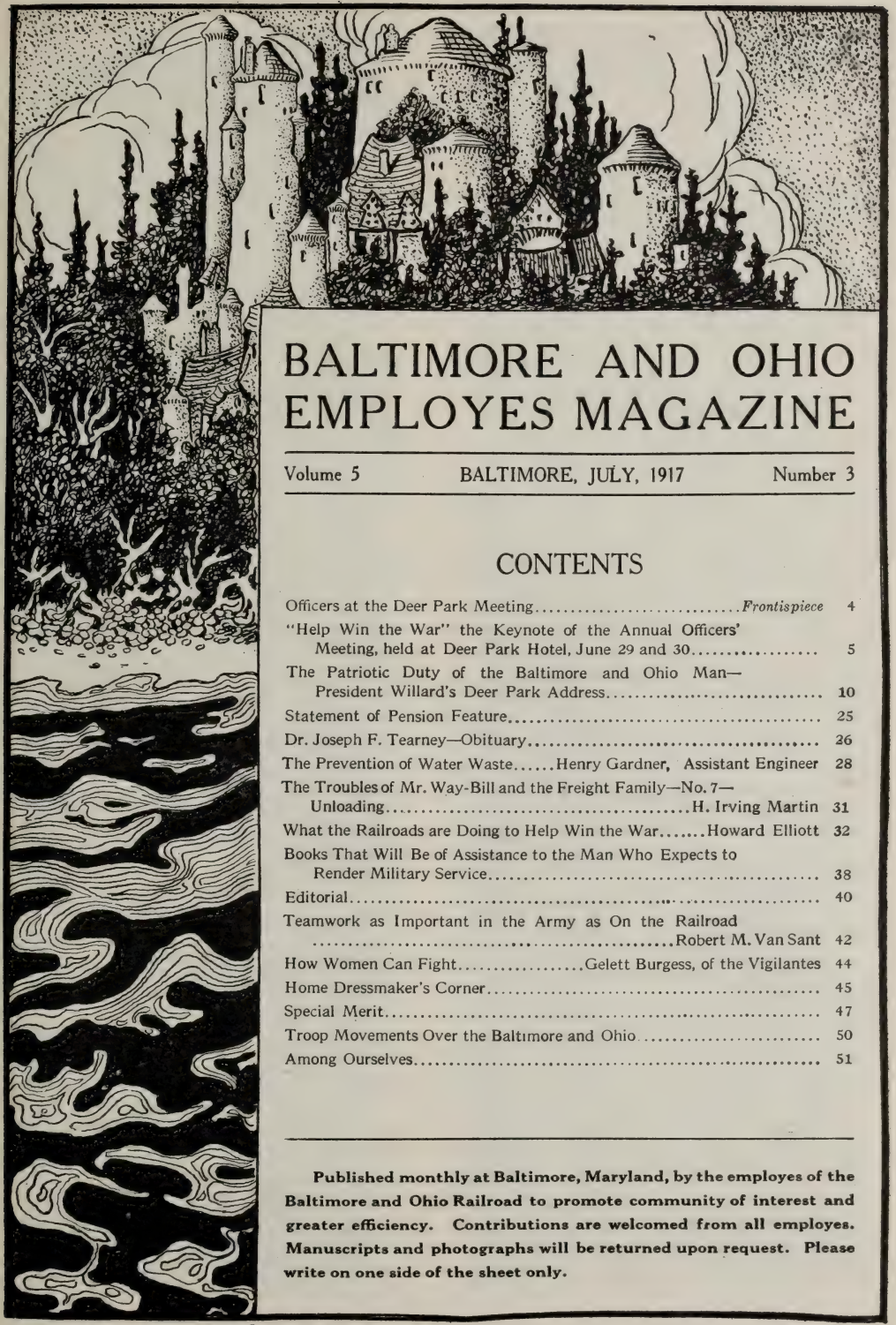
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, JULY, 1917 Number 3

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THE OFFICERS OF ALL DEPARTMENTS OF THE BALTIMORE AND OHIO, ASSEMBLED IN FRONT OF THE DEER PARK HOTEL



OFFICERS OF THE DEPARTMENTS IN CHARGE OF VICE-PRESIDENT GEORGE M. SHRIVER

"Help Win the War" the Keynote of Annual Officers' Meeting, Held at Deer Park Hotel, June 29 and 30

"HELP WIN THE WAR!"—that was the keynote of the Annual Meeting of the officers of the Baltimore and Ohio, held at the Deer Park Hotel on Friday, June 29 and Saturday, June 30.

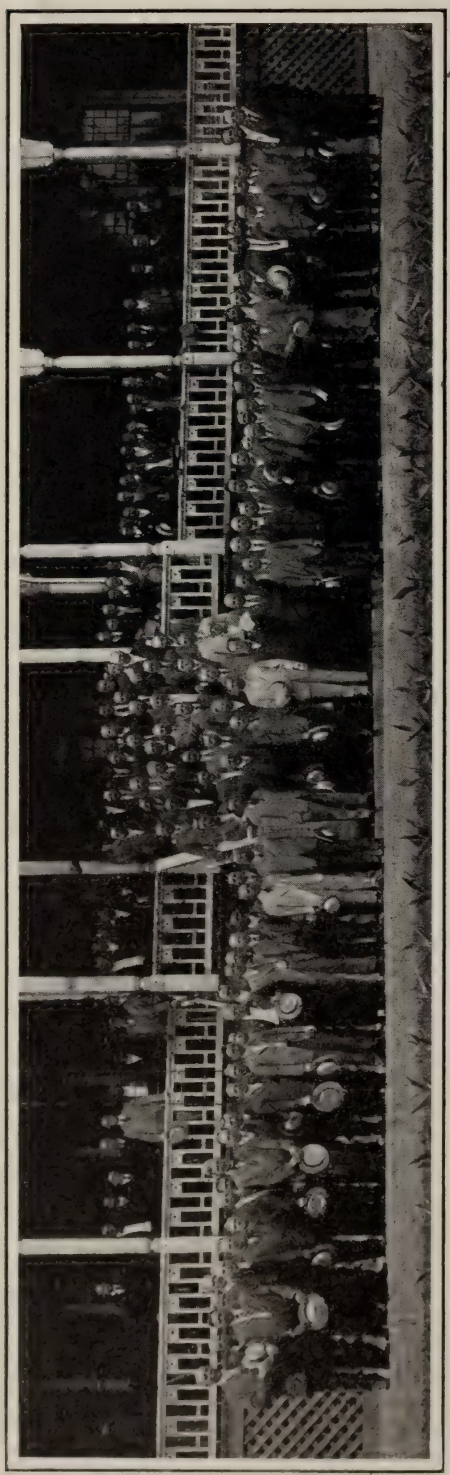
To most of those who attended this year's meeting there is one picture that will remain clear after all the others have faded. Years from now, after calmer, happier times have come to the world now in the throes of the greatest and most terrible war in history, mention of America's entrance into the struggle will bring back to them the picture of a crowded convention hall, of the eager, intent faces of their fellow officers and of a man who spoke evenly and quietly, emphasizing a point, now and then, by tapping the palm of one hand with the forefinger of the other, but who spoke of great things and pointed out to his hearers the railroad man's path of duty, and told them of their responsibility and privilege in this hour of crisis. Not less clear will be the picture of the men of the Baltimore and Ohio rising as one to cheer their president and to pledge their loyalty to their country, their flag, their railroad and their leader.

Deer Park meetings are always interesting and helpful. At some of them there are dramatic moments, like the one last year when President Willard appealed to the men of our road to aid, in every way possible, the efforts of the Government in transporting our troops to the Mexican Border. But never before has there been a meeting so full of intense interest and so rife with dramatic incident as this year's.

It is probable that every man who attended the meeting did so with full consciousness of the fact that we are living in dangerous times, and that every man there had some conception of the task that lies before us. But it is certain that every man left Deer Park, at the end of the two-day meeting, with a clearer and fuller knowledge of the issues at stake and with a more thorough understanding of how *he* could do *his* part.

Special trains carried the officers of the road from their posts on the System, arriving at Deer Park Hotel, on the crest of the Alleghenies, early on the morning of the 29th. The railroaders were up and about early, and the usual informal and enjoyable get together meeting was in full swing in the lobby of the big hotel a half hour before breakfast was served.

A military note was added to the crowd in the lobby by a man in the olive drab service uniform of the United States army. It was Major—now Colonel—Charles D. Hine, special assistant to the president, who has been commissioned a colonel in the New York Division, National Guard, and placed in command of Headquarters, Trains and Military Police. Colonel Hine was graduated from West Point in 1891 and after four years as a lieutenant in the army started his railroad career, which has been a distinguished one. He served in the Spanish-American war as a major of volunteers and at the beginning of the present conflict at once offered his services to the Government. Rumor says



VICE-PRESIDENT J. M. DAVIS AND THE OFFICERS OF THE OPERATING AND MAINTENANCE DEPARTMENTS

that the New York Division of the National Guard is "for the front" at an early date, and it seems certain that Colonel Hine will again have the opportunity of smelling powder. With him will go the best wishes of his fellow officers and of the employes of our System, among whom he is especially popular.

President Willard's Address

The morning session was convened at ten o'clock, with Arthur W. Thompson, vice-president in charge of traffic and commercial development, in the chair. Mr. Thompson called the meeting to order and after some brief but interesting opening remarks introduced Daniel Willard, the president of our System.

It was the privilege of our officers to hear Mr. Willard speak on the great issues involved in the world-wide struggle and point out the way in which those of us who stay at home can do our work of helping to win the war as effectively as will the men who will help our Allies drive the invading Germans from outraged France and martyred Belgium. As chairman of the Civilian Advisory Committee of the Council of National Defense, he spoke with the authority of a man close to the Government, but he also spoke with the freedom and frankness of a man talking to the members of his own family. His object was to bring home to the officers of our railroad—and through them to all the employes of the railroad—the seriousness of the struggle before us and to impress upon them the fact that they were, first of all, citizens of the United States, and after that employes of the Baltimore and Ohio, and that by performing their railroad duties to the very best of their ability they could, in the most effective way possible, do their part in helping to win the war.

Mr. Willard's speech is printed in full in this issue of the MAGAZINE and no further comment upon it is necessary. It will be unnecessary to advise every employe of the road, no matter what his position, to read it and read it carefully. It tells, as clearly and forcibly as could be told, the responsibility and the duty

of the railroad man in this grave crisis. The effect it had upon the men who heard it is well illustrated by a remark made by one of our superintendents on the hotel veranda, shortly after Mr. Willard had finished speaking:

"Well, it made me want to take in another notch in my belt and DO something. And I'm going to!"

Traffic and Commercial Development Department Meeting

Mr. Thompson was also chairman of the afternoon session, which was devoted to the work of the Traffic and Commercial Development Departments. Among the speakers were C. S. Wight, general freight representative; Archibald Fries, freight traffic manager; C. L. Thomas, freight traffic manager; O. A. Constans, freight traffic manager; O. P. McCarty, passenger traffic manager; W. B. Calloway, general passenger agent; B. N. Austin, general passenger agent; G. W. Squiggins, general passenger agent; E. V. Baugh, superintendent of dining car service (who almost equalled the reputation for wittiness acquired at last year's meeting by Mr. McCarty); C. W. Woolford, the secretary of the Company; H. A. Lane, chief engineer and W. H. Manss, assistant to the vice-president in charge of commercial development. A more complete account of the meeting of the Traffic and Commercial Development Departments will appear in the August issue of the MAGAZINE.

Friday Evening's Session

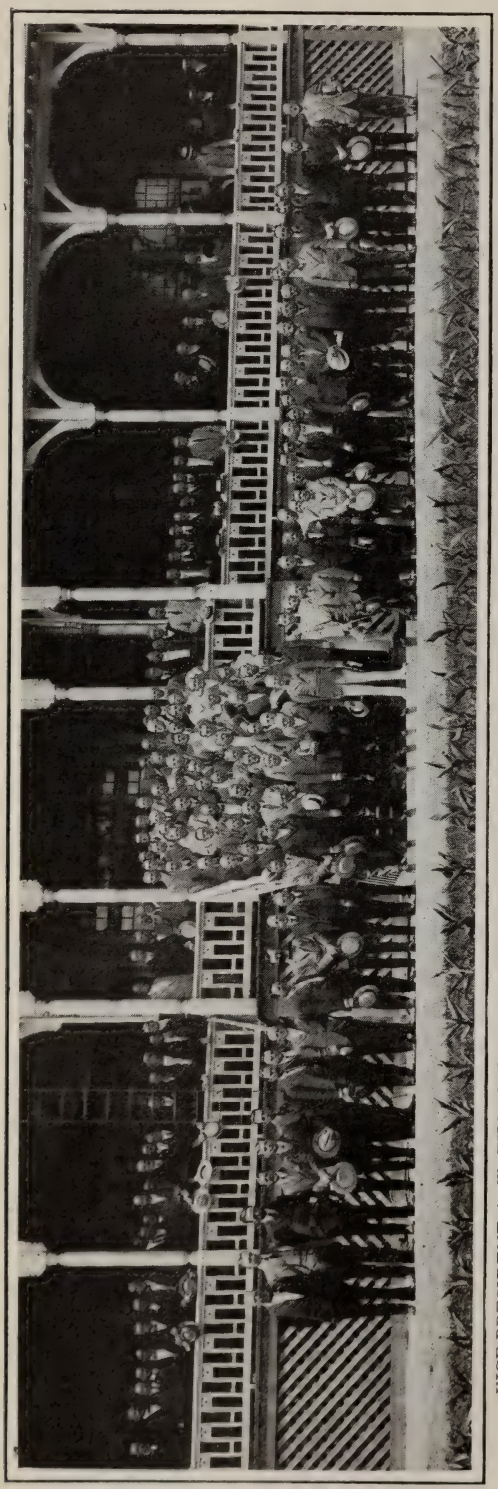
The evening session was opened by an address by Mr. Charles D. Norton, vice-president of the First National Bank of New York, president of the Coal and Coke Railway, and a member of the War Council of the Red Cross. After saying a few jocular things about his railroad which brought roars of laughter from his hearers, Mr. Norton grew serious and told of the great work of mercy being undertaken by the Red Cross, and made an appeal to the officers of our road, and through them to the employes, to support the Red Cross loyally and generously.

Motion pictures of our new Curtis Bay Coal Pier were then presented by M. A. Long, assistant to the chief engineer, and Mr. J. H. Waterman, of the C. B. & Q., showed motion pictures of and described that road's timber treating plant at Galesburg, Ill., of which he is superintendent. Mr. Waterman's side remarks proved that in addition to being an expert in the treatment of timber he is a humorist of no mean order, and his address and pictures were hugely enjoyed by the audience.

The Meeting of the Accounting, Claim, Treasury and Relief Departments

Saturday morning's session was devoted to the work of the Accounting, Claim, Treasury and Relief Departments. Vice-president George M. Shriver was to have presided, but, to the deep regret of all, important business made it impossible for him to be present, and his place as chairman was filled by George H. Campbell, assistant to the president. After reading a telegram from Mr. Shriver, expressing his regret at not being able to be present, Mr. Campbell paid a tribute to the memory of Oscar G. Murray, late president of the Board of Directors and a former president of the Baltimore and Ohio, and explained the conditions of his will, under which benevolence will be extended to widows and orphans of employes of our Company. President Willard also paid tribute to Mr. Murray's services to the Company and to his many charities, and the officers stood in silence as a tribute to Mr. Murray's memory. It is interesting to know that the sum applicable to the Oscar G. Murray Railroad Employes' Benefit, over $800,000, is greater than the total salary of the late official during his connection of twenty-one years with the railroad.

President Willard then spoke of the excellent work done by vice-president Shriver and J. J. Ekin, general auditor, in the recent rate case. Addresses were made by Mr. Ekin, J. M. Watkins, auditor of revenue; C. C. Glessner, auditor of freight claims; G. H. Pryor, auditor of disbursements; W. M. Kennedy and W. J. Dudley, assistant superintendents of



VICE-PRESIDENT A. W. THOMPSON AND THE OFFICERS OF THE TRAFFIC AND COMMERCIAL DEVELOPMENT DEPARTMENTS

the Relief Department and J. H. Baumgartner, publicity representative of the Company. A complete account of this session will appear in the next issue of the MAGAZINE.

The Meeting of the Operating and Maintenance Departments

J. M. Davis, vice-president in charge of operation and maintenance, presided at the afternoon meeting. In his opening remarks Mr. Davis spoke of the employment of women to take the place of railroad men who are called to the colors, and of improvements in our equipment and right-of-way. He closed his remarks with an appeal to every Baltimore and Ohio man to do his "bit" in the present crisis, and to help the railroad live up to the record of cooperation with the Government made in the Civil War. Addresses were also made by general managers C. W. Galloway, R. N. Begien and W. H. Averell; F. H. Clark, general superintendent of motive power; Harrington Emerson, special engineer and efficiency expert; J. R. Kearney, general superintendent of transportation; M. K. Barnum, assistant to vice-president Davis; J. F. Keegan, general superintendent; J. D. McCubbin, real estate agent; M. H. Cahill, general superintendent; H. B. Voorhees, general superintendent; F. P. Patenall, signal engineer; F. E. Blaser, general superintendent; C. S. Selden, superintendent of telegraph and general inspector of transportation; W. G. Curren superintendent of transportation; W. L. Robinson, supervisor of fuel consumption; E. W. Scheer, general superintendent; Colonel Charles D. Hine, special representative of the president; J. T. Carroll, assistant general superintendent of motive power; F. J. Angier, superintendent of timber preservation; Edmund Leigh, general superintendent of police, and F. J. Hickey, general superintendent of Wells Fargo and Company Express. The afternoon session was brought to a close by another address by Mr. Willard, who emphasized the points he had brought out in his previous address. A full

account of this session will appear in the August issue of the MAGAZINE.

And Then A Little Fun

Saturday evening was devoted to amusement. The Baltimore and Ohio Glee Club was on hand and sang in its usual delightful manner, and the director of the club, Hobart Smock (always a prime favorite with Deer Park audiences) sang several much applauded solos and brought shouts of laughter from the railroaders with a dozen extremely funny stories. A new motion picture, "When the Call Came," which was filmed under the direction of the passenger department, was presented by W. E. Lowes, assistant general passenger agent, and was heartily received.

Taken as a whole the 1917 meeting was a most enjoyable and memorable one. No man could have attended it without becoming a better railroader and a better citizen.

The general arrangements for the meeting were under the care of L. Bernstein, supervisor of traffic statistics, who was ably assisted by C. A. Spurr, chief of the facilities bureau. The program, containing a photograph of Mr. Willard, was both attractive and useful and will be prized as a souvenir of the occasion. All that need be said of the accommodations furnished by the Deer Park Hotel is that they were quite up to the standard of that hostelry.



STANDARD TRACK NEAR MANSFIELD, OHIO, ON THE NEWARK DIVISION



The Duty of the Baltimore and Ohio Man

President Willard's Address to the Officers of the Baltimore and Ohio, Delivered at the Deer Park Meeting, June 29, 1917

Mr. Chairman and Fellow Employes of the Baltimore and Ohio: It is always a pleasure for me to attend the Deer Park meetings and to have an opportunity of looking in the faces of so many of my associates in the service, and it gives me unusual pleasure to be here this year because of the great and important events which are transpiring and to which Mr. Thompson has briefly alluded. I am going to trespass on your time longer this year than I have at former meetings, because heretofore I have usually talked only on matters relating to the Baltimore and Ohio service. This year, however, there are so many other things of so much more importance that I feel that I ought to take the time—and perhaps you will be willing to grant it—to discuss some of the things that I have had opportunity to know about and which you perhaps have not had equal opportunity to become acquainted with. I want to speak, Mr. Chairman, intimately and frankly. I do not think that I shall say anything that is likely to give aid and comfort to the enemy, but I am going to talk as frankly as I can (applause), and I want you gentlemen to feel that we are here as a party of Baltimore and Ohio officers, very greatly interested in what is going on, and I hope that when you leave here you will have just as full an understanding of the situation as it is possible for me to give you, and that we may all go back with a firm determination to do our part.

First of all, it should be borne in mind that primarily we are all citizens of the United States, we are also railroad men. While as railroad men some of us may be of higher official rank than others, on the platform of citizenship we all stand upon exactly the same level. We have exactly the same interests in the great events which are affecting our country, and I shall talk to you first concerning that phase of the matter.

A year ago, you will remember, when we had our meeting here it was just after the President had called into service all of the National Guard and we were considerably moved by the possibilities of that occasion; and I said to my fellow officers that I hoped in doing our part—whatever we might be called upon to do in the moving of troops to the Border—that you would all consider these men—these soldiers—as members of your own families, that you would handle the trains in such a way as to give those who were going to the front at the risk of their lives a safe and, as far as possible,

comfortable passage over Baltimore and Ohio rails, and I am glad to say that so far as I have been able to learn every effort was made to comply with that request. No railroad in the United States handled that movement better than the Baltimore and Ohio (applause) The report that our officers made of the movement to the officers of the Government was highly satisfactory, and we received special commendation for what we did.

On the 6th of last April this country, by formal action of Congress, became a participant in the greatest war that has ever occurred in the history of mankind. Before the United States entered the war we were told on good authority that there were at that time 37,000,000 men in uniform and under arms on the various battlefields of Europe—not in the first line, it is true, but either at the front or in reserve—37,000,000 men in uniform and under arms before the United States went in! Estimates have been made which would indicate that at the present time the cost of this war to the total participants is approximately $100,000,000 a day in money and 15,000 men in lives lost—not crippled or wounded, but lives actually lost every twenty-four hours. But terrible as that is, it is only a mild statement of the case. It is just the slightest possible measure of what is being done. That statement takes no note of property destroyed, of those crippled for life, of minds shattered, of eyesight lost.

The United States for a long time, longer than some thought should have been the case, kept out of the war. I tried, with many others, to be neutral. I had been in Germany many times. I had great admiration for the German people. I have a great admiration for the German people today. But developments took place, things happened (all of which were laid before you by the President in his various admirable messages, and all may know, if they desire to know, why it is that we are at war), and the day when our Congress decided that we should enter the war, no matter what might have been my previous views, that day I ceased to be a neutral. I am not a democrat. I did not vote for President Wilson; but this is not a matter of politics, it is a question of national existence; and today a man can occupy only one of two possible positions on that question: he is either for his country or he is against it (loud applause). There is no other possible choice. Of course, we are for our country, first as citizens and second as members of the Baltimore and Ohio organization.

As Mr. Thompson has pointed out, one of the first problems requiring serious consideration after the declaration of war was the matter of transportation, and I feel that it is a great credit to the railroads of this country that in just five days after the Congress had declared war, men representing the 175 principal independent railroad companies in the United States assembled in Washington, and, after listening to a presentation of the situation, they voted unanimously then and there, and signed papers confirming their action before they left the city, giving to a small committee of five men, selected by these railroad representatives, full power to control the operation of all the railroads in the United States during the period of the war, in order that the railroads might thereby be in a position to respond immediately and as a unit to any demand made upon them by the President in the interest of the general situation.

Nothing of the kind was ever done before by any industry, so far as I know, in this or any other country, and the railroads were the first to do it—and remember, only five days after war was declared. We went from a system of 175 separate and independent companies competing with each other into one nationalized system under the control of five of the ablest railway men in the country. Why? In order that we might best serve our country and so best *help to win the war*. That is why it was done. No other reason in the world would have induced those executives to turn over their properties to be run as five men might dictate. The committee of five men are sitting constantly in Washington, in effect with a map of the United States before them, on which is a railroad system 265,000

miles in length, with all ownership names wiped out. They are no longer thinking in terms of C. B. & Q., Northwestern, Pennsylvania, or anything of that kind. They realize that they are faced with the problem of seeing that the necessary transportation service of the United States is performed. They find, for instance, that unless unusual efforts are made to move coal to the Northwest there is likely to be a coal famine there next winter, and, so far as they are able to prevent it, there will be no coal famine in the Northwest next winter. Early in the spring it became apparent that this nation would be expected to furnish much of the food stuffs required by our Allies, and with that in mind the Secretary of Agriculture urged the farmers all over the country to enlarge their crop areas as much as possible. In response to that request it is estimated that the amount of tilled land, the acreage plowed up this year, is at least thirty per cent. greater than it was a year ago. Now, in order that the program might be a success, that we might have more crops, that this additional tilled land might be productive, it was necessary to move quickly and in the spring, not at some other time, the things necessary to increase the crop growth, such as seeds, fertilizers and agricultural machinery. That was one problem, I repeat, and the railroads met it, and I have heard no complaint from the Secretary of Agriculture or from any other source that the crop acreage or condition has been restricted or impaired in the slightest degree by the failure of the railroads to furnish proper transportation.

The importance of the railroads in a time of war is constantly illustrated. Marshal Joffre, when he was in Washington a short time ago, said something like this, as near as I can recall:—"The Battle of the Marne was won by the railroads. Without the railroads it would never have been possible to bring up the supplies, to provide the armies with the munitions, and all the things necessary to carry on the battle. The railroads won the Battle of the Marne." That was the statement made by the Hero of the Marne, one of the greatest soldiers of the present day.

Professor Lomonossoff, a high official of the Russian transportation system, is in this country now. A few days ago he also made the statement that unless they can have improved transportation facilities in Russia, it will be impossible for them to vigorously carry on the war. I am going to take time to tell you briefly just what he said about the railroad situation in Russia.

He pointed out, for instance, that Petrograd—which is, we will say, the Pittsburgh of Russia—had formerly obtained its coal supply from England. Of course, they use a great deal of wood also in Russia, but at the same time they require a great deal of coal. Owing to the conditions on the ocean, the menace of the submarine and the shortage of boats, Petrograd is unable longer to get coal by ships via Archangel, on the North Sea, as was formerly the case; the same condition obtains at Moscow. Other interests are also affected by the reduced coal supply from the North. Russia is not so richly favored by Nature with coal deposits as is the United States, and the only deposit of any considerable size is in Southern Russia near the Caucasus, 1,400 miles from Petrograd. They are now obliged, because of that situation, to haul roundly 1,500 cars of coal north from the Caucasus each day, several times more than they had to haul in times of peace. That, in itself, was a pretty big transportation problem in a country so sparsely provided with railroads as Russia. Furthermore, the blocking of the Archangel route virtually made Vladivostok the front door of Russia, and where formerly equipment and other things much needed came in by a much shorter haul, now those same materials, if they get there at all, must come via Vladivostok and be hauled by rail 6,000 miles before they reach Petrograd. Some of that railroad—considerable of it, in fact—is single track. I want you to know this because you gentlemen have got to play an important part in the winning of this war. I hope I will succeed in making that clear to everyone of you. I have no doubt that you have appreciated it from the first, but it will do no harm to repeat,

that every man in this room has got to *help win this war*. Today Russia wants 2,500 locomotives just as soon as they can be obtained and 40,000 cars. Why should we be interested in that? For this reason, for this very, very good reason. It is estimated that the Germans have some two and a half millions of their troops on the Eastern front. If Russia should be forced to make a separate peace with Germany, and she might be compelled to do so—not because of the change of government, because it is believed that that change has helped the situation—but suppose Russia should be unable to get supplies, to get food, to get ammunition, to get guns, and all the other things necessary for her army—she might have to quit whether she wanted to or not, and if Russia should make a separate peace with Germany those two and one-half million Germans that are now facing the Russian Army would be released and would be moved to the western front facing France and England, and that is the exact number, I suppose, of additional men which we would have to send over to oppose them. In other words, it may mean two million more of our young men to France if Russia is unable to meet her transportation problem satisfactorily. It is because of the seriousness of that situation that it was felt, as soon as we got into the war, that one of the most important things to do was to find what, if anything, we ought to do to help in that connection. Fortunately, Major Washburn, who had been in Russia all during the war as correspondent for the London *Times*, happened to be in this country and he appeared before the Council of National Defense and explained the situation—told how important it was that Russia's railroad facilities be quickly improved so that she could carry on her operations. It was immediately decided to send a small committee of our best railroad men to Russia to find out what the situation was, and how we could be of assistance.

It took some three or four weeks to arrange the preliminaries for sending such a committee, because things were just then somewhat disturbed in Russia. A country cannot throw off an old government and take on a new one quite as easily as you can change your coat. It is a very serious undertaking, and we ought all to be glad that so far it has been carried on with such success that it promises to go through to a satisfactory conclusion. However, the committee was appointed, and comprises five of the best men who could be sent on a mission of that kind. Mr. John F. Stevens, chief engineer of the Panama Canal in its early stages, was made Chairman of the Commission. One of the five men selected was for a long time an official of this Company and is a sort of *ex-officio* officer of the Baltimore and Ohio at the present time, and a very dear friend of mine—a friend also, I am sure, of all who know him—John Greiner. Today he is in Russia performing a very valuable service for our country (applause). The Canadian Pacific Railroad, at our request, held the "Empress of Asia," one of their largest steamships, four days at Vancouver for the committee—they being unable to reach there sooner. They were met with a special train at Vladivostok, and taken through to Petrograd. The burden of all letters and cables that we get from them is "send cars and engines without limit; we must have cars and engines quickly, and we must also arrange to erect the cars and engines ourselves." Heretofore, because of there being no shops at Vladivostok, the engines have been hauled 400 miles to Harbin to be set up in the shops at that place. They have now asked us to erect them at Vladivostok, and that also we are going to do. Now, why do I mention all this? For this reason: the combined output of the locomotive shops in this country is about 5,500 a year. Russia wants a thousand engines before the first of January, and at least 2,000 next year. England and France require from 1,000 up to as many as we can give each year. But suppose we give Russia 1,500 next year and England and France 1,000? That is nearly one-half of the average total locomotive output of this country. We also need more power on our railroads, but shall we sit down and hold on

to everything we have and see Russia forced to a separate peace? Shall we, in order to make our own task somewhat easier, to meet a situation that is undoubtedly pressing here, hold on to all the new engines we can build, facing the possibility that because of such action we may have to send 2,000,000 more of our young men to the battle line? Or shall we say to the builders "You send the engines that Russia wants, you send the engines that France and England want, and we by additional effort will undertake to carry the greatly increased burden put upon us, with what we already have;" that is why I ask you to be more careful of your power, to keep it in better shape, to get more out of it, to try constantly to do more with what you have. Not because we do not want to spend money, although that is a good reason, but because we want to send every available car and engine to our Allies so that on that account we will be called on to send fewer of our young men. I want you to think of that seriously. The railroad committee in Washington, which sits there constantly, is endeavoring to deal with the situation in such a way as to contribute most toward the winning of the war.

The railroads will not be able, no matter how hard they try, to carry all the freight that will be thrown upon them during the war, and this is why: They were measurably well equipped to perform the service of the country before the war began. As a matter of fact, for a period of some seven or eight years there was nearly always a surplus of anywhere from 50,000 to 350,000 freight cars. It cannot be said that the railroads were not fairly equipped to do the work required of them when the war began. Since then, and particularly within the last six months, we have done what I have already pointed out toward increasing the crop average. Our shops and factories were working feverishly day and night before we entered the war, making munitions for our Allies. Since then this government has appropriated two billions of dollars for the necessary supplies for its own army, superimposed on what we were already undertaking to do.

In addition to that, many boats on the Lakes which formerly carried a large volume of business east and west have been taken off, sent down through the Welland Canal and are now in Trans-Atlantic service. The boats that formerly ran up and down the Pacific Coast, carrying coal from Vancouver to southern points, have been taken off to be used as mine-sweepers, patrols and in transport service for the Navy. In the east a considerable number of boats that formerly were in our Atlantic coastwise service have been taken off. The business they formerly carried is now being done by the railroads. Not only have boats been taken off, but insurance rates on the water are so high, because of the submarine menace, that much of the business that might go by boats is now going by the railroads, and still further, the boats that formerly ran through the Panama Canal are now in other service. All that puts additional work upon the railroads, and that they have responded to the situation as well as they have I think is a great credit to everyone engaged in the railroad calling. Now, for the reasons given, the railroads will not be able to carry all the freight that may be offered. That is one of the things that I wish you gentlemen to understand, so that you will be able to help the public understand—that part of the public with which you come in contact.

The railroads will probably be able to carry all of the food stuffs necessary. They will carry the necessary coal and munitions, and they will carry the steel to make ships, *all of the things necessary from the standpoint of winning the war*, and this will not exhaust their capacity. But let us say that it will take seventy-five per cent. of their capacity to perform service of the kind mentioned, leaving twenty-five per cent. of the capacity for the ordinary business of the country. Probably the ordinary business of the country at the present time requires double that capacity, so that part of it cannot be carried, and we must exercise a judicious discrimination. Congress has been asked to pass a so-called priority bill, establishing a small committee of men who will decide questions of that

kind—questions of priority of movement. Because of the fact that all things cannot go at the same time, they will endeavor to determine which particular thing ought to go first, from the standpoint of national defense. There has been, for instance, much complaint from the road and structural builders in Ohio, because the railroads could not handle the sand, gravel and other things necessary in carrying on their work. They appealed to their members in Congress and it looked as if the situation would become serious. However, a small committee of representative men came to Washington, at the suggestion of Senator Pomerene, and the situation was explained to them as clearly as it could be. It was pointed out that we were at war—we were not at peace—that it was idle to say that things would or could go on as usual while we are at war—idle—worse than that, criminal—because it was misleading, and any serious effort in that direction would tend to prolong the war rather than to shorten it. That was pointed out to them, and it was suggested that they go over the situation and find out what particular things were of most importance and then come back and tell us what they wanted. It was suggested, for instance, that if some among them were using sand at points located on the Pennsylvania, that they should also buy it on the Pennsylvania and not on the Baltimore and Ohio, and *vice versa*, so that the delay due to the transfer of cars between railroads could be cut out. They were delighted to have these and other suggestions. It was pointed out to them that the railroads had not broken down, as is sometimes said,—that never in their history were the railroads carrying as much business as today, but that we must carry those things first that are essential *to the winning of the war;* they said—"Of course we understand it now; we will go back and cooperate with the local railroad officers and we will certainly try to make lighter your burden and to defer for the present those things that can be deferred without serious detriment."

I mention that as an illustration; I know of many instances of the same kind. Now you men who come in contact with the public must explain the situation to them, you must say to them that there is *nothing* in this world so important to you, or to them, or to anyone interested in this country as *the winning of the war.* This is the only test we have: *"Will the thing under consideration help win the war?"* If so, it has our support; if not, so long as the war continues, we are not interested in it (applause). I hope you men, because of what I say, will have a little better understanding of the situation when you leave here than have many who are living in the interior, and it is your duty, and your privilege, too, to tell them what the situation is as you understand it, so that they can cooperate and help in what we are all trying to do. My own experience makes me believe that they will accept your suggestions and you will find cooperation instead of complaint That is why I am taking so much time to talk about the war and other related subjects because, as railroad men, you can carry a message, in fact many messages, not only to Baltimore and Ohio employes—the 60,000 that you represent—but to all the communities that we serve. I hope that when you get back you will all endeavor to get in touch with as many as possible of your men, and that they in turn will get in touch with others, so that what I am saying to you today may be passed on to every man in the service. *If we could only get all the 60,000 employes of the Baltimore and Ohio Railroad to look at this thing in the right way*—not necessarily my way, but what seems in our common minds to be *the* right way—if all can only appreciate how much is involved, and the extent to which the railroads can and must help, the things that the employes of the Baltimore and Ohio alone can do toward creating a better state of mind, a better public opinion behind the Government carrying on the war—the good that they can do in that respect would be immeasurable. What they actually will do will depend largely on the message you gentlemen take to them. I am advising you as far as I can, and now it devolves upon each of you to do the same thing—to pass the message along. Every man in this room can give some man, and in some cases a

dozen men, valuable information on this subject, and that is what you ought to do. I will not dwell upon it longer now; but I may refer to it again later on.

Now we get to the Baltimore and Ohio problem *per se*, the one that we are all taking a definite part in, subordinate always, however, to the duty that rests upon each of us as citizens. I want to repeat that every man on this railroad, from my point of view, should think of himself first as a citizen of the United States and then as an employe of the Baltimore and Ohio Railroad.

During the year ending December 31, 1916, the Baltimore and Ohio earned nearly $117,000,000. That was the largest amount ever earned in one year and, at the rate our earnings are going now, they will this year probably be over $125,000,000, thirty per cent. more than the road was able to earn, could earn or did earn, the first time that I addressed you in this room as the President of the Company, seven years ago. I suppose that if we could go over the record and read now some of the predictions that were made then it would cause considerable merriment. I remember, and doubtless you remember—I took some pains that you should not forget it—that I told you that I thought we ought to get a trainload of 500 tons, perhaps more than that. I think I said I would be happy if we got up to 500 tons. Last year we nearly reached 800 tons. That is a record of real accomplishment and as a prophet it makes me look like the proverbial "thirty cents" (laughter and applause). But it was done and it is greatly to your credit. You did it, and there is nothing further to be said about it at this time. That is not the problem that is before us to-day. I refer to it simply in order that I may tell you of my appreciation of what you did, and how much better you did than I thought you could or would do. If we had not done that, if we had not been able to handle upwards of twenty per cent. more business with approximately twenty per cent. fewer train miles, we would not have been able to overcome in a measure the increasing basis of costs and long ago we would have been obliged to cut out our dividend altogether. That is how important it was that you should do the thing you actually have done. The situation confronting the railroads, aside from the war condition which I have spoken about, was never more serious than at the present time. Take the Baltimore and Ohio, as an illustration. As nearly as we can estimate, if we should do the same business this year as last year—we will probably do more—and employ the same number of men, our payroll would be approximately $6,000,000 greater than the year before and if we use the same amount of material as last year, that will cost anywhere from twelve to fifteen millions more than last year. It is very conservative to say the cost of operation this year, because of the two items just mentioned, will be at least twelve million dollars greater than last year. What was the net result last year? We earned nearly $117,000,000 gross, we pursued a fairly liberal maintenance policy—not extravagant, but liberal—we paid fixed charges, four per cent. dividend on our first preferred stock, five per cent. on the common stock and had only $2,500,000 surplus left. If we were to operate this year on the same basis as last, and our expenses should be increased $12,000,000 by the causes just mentioned and which are beyond our control, then as against $2,500,000 surplus a year ago, we not only would have no surplus but would be unable to pay any dividend on the common stock. I have tried to make clear to you the condition of the Baltimore and Ohio, because I wanted you to understand the situation just as fully as I do.

For the first six months of the present year, to July 1, we will probably earn $5,000,000 more gross than we did during the same period a year ago, and we will have substantially the same net that we had a year ago, but we will be short some six or seven hundred thousand dollars of the amount necessary to pay two and a half per cent. dividend on our common stock during that period. Our directors decided to pay it, however, from accumulated surplus, as you probably have seen, because the first five months of the year, as you know, are generally the lean months—the operating expenses are

unusually high. We expect that during the last six months, if business keeps up and if we get a substantial increase of rates—and that is very important—and you gentlemen bring to bear every effort, every thought, every bit of your experience towards reducing the operating expenses; if we do all that, I hope we shall get through this year with our dividend of five per cent. fully earned. I feel ashamed when I think of the 28,000 Baltimore & Ohio stockholders and that we are only paying them five per cent. in times like these, on the money they have invested in Baltimore and Ohio stock. It isn't right, it isn't fair, the adjustment is all wrong, but because it isn't fair it does not follow that we must take a resentful attitude and not do the best we can. On the contrary, we must do even better than we can, if possible, towards carrying the thing through, and, I believe, an adjustment will come later on, and I think a fair one. I believe the people are going to appreciate what the railroads as a whole are doing, how they have come to the front and subordinated their private interests to serve the country in this great emergency. I believe that when that is better understood the public will be disposed to give the railroads what they fairly deserve. So no matter how the situation may look now, we must go at it harder than ever in order to show that we have earned fairly, and therefore deserve, more liberal and considerate treatment.

That, of course, presents a very difficult problem to the Operating Department. I have frequently said in this room that I knew of no railroad in the United States where the problems of the Operating Department are as hard as they are on the Baltimore and Ohio Railroad, due partly to its location and largely to the fact that it has not been able in the past to provide the facilities that it should have. The problem presented to the operating officials has always been more or less like trying to get a quart into a pint cup, and I have never known men who could get more into a pint cup than the Baltimore and Ohio men. It has always been a wonder to me how you did as well as you did in the old days, before we had the facilities that we have now. You are acquainted with what we have done during the last seven and a half years. It does not seem that long, but it is seven years since we first met in this room, shortly after I assumed the Presidency. During that time we have spent approximately $150,000,000 on the railroad. We have practically got a double track road to Chicago—it will be actually completed within the next three or four months. We have opened the long single-track tunnels on the top of the Alleghenies and constructed new double tracks, we have built the Magnolia Cut-off. We have added over 800 of the best engines to be had to our equipment, and 40,000 freight cars. We have rebuilt the old cars that we did not dismantle; we have arranged to equip our through passenger trains with all-steel equipment; we have overhauled and improved many of our stations; we have added to our terminals and in many ways have made an entirely different property from what it was nearly eight years ago. We have done more than I expected we would be able to do within this period of time.

The results, however, have been disappointing, not because of what you have done or have not done, but because of conditions over which we have no control. We could not foresee the unprecedented increase in wages. I am not saying that the increase ought not to have been made, but in any event we could not foresee it; we could not foresee this extraordinary advance in the cost of materials, and probably it is well that we did not foresee the future, because very likely we would not have had the courage to go into this matter as we did and as we ought to have done. But we have done it, and I think it is going to work out. It rests largely, however, with you men, the officers of the Company, whether or not it works out satisfactorily. But after all, and in spite of all these improvements, which have increased our capacity by thirty per cent., the same old problem is here again, the problem of the quart and the pint cup. We have now more business than our facilities are able to carry, and again the problem is—what

can you do to get more out of this machine? How can you handle more business?

I have paid you some compliments, well earned and well deserved, but I am not going to deal exclusively in compliments. There are some things on the other side of the ledger and I am going to be equally frank to criticise. There is one feature of our operation that everyone of us, collectively and individually, ought to be ashamed of—and that is the inefficiency of our car movement. I will tell you something that perhaps you have not heard of, and if you have not you will be surprised—and you ought also to be ashamed—I am. We have had tests made by our own people, and they have also been made on other railroads, which show that the freight cars in this country are upon the average under control of the shippers thirty-seven per cent. of the time—thirty-seven per cent. the shipper has the car; six per cent. out of that thirty-seven being Sundays and holidays. That leaves sixty-three per cent. of the time of the car in the control of the railroad. Now, what does the railroad do with it? You may say, I suppose, that out of that sixty-three, probably forty-five or fifty per cent. of the time the car is moving on the road. Nothing of the sort. Only eleven per cent. of the total time of the car is it actually being moved. What happens to that other fifty-two per cent. of the time? Standing still in terminals, waiting to be switched, standing on connecting tracks with other railroads, waiting to be repaired, being moved from the yard where the train left it to the warehouse—and things of that kind. Only eleven per cent. of the time is the car actually in motion; only thirty-seven per cent. of the time is it under the control of the shipper; and the Baltimore and Ohio is not any worse than others—as a matter of fact, figures show that bad as we are we were slightly better than the average, but that is the problem that confronts the railroads.

Now we talk of cutting down the free time of forty-eight hours allowed for loading and unloading and certainly that would seem right in times like these, but, after all, it would only be a reduction on thirty-seven per cent. of the time of the car. Why not face the thing right and say, "here is fifty-two per cent. of the time which, if not wasted, is certainly not properly and fully utilized; we will cut that in two"—if we did that, it would in effect add 22,000 cars immediately to the Baltimore and Ohio Railroad's equipment. That is the most important problem I have for the operating men this year. That is problem enough. Take that home with you, get all the results possible in that connection, and you will be busy enough. (Laughter.)

I have said to Mr. Davis that we ought to make thirty miles a day with our freight cars. We have made as much as thirty-five, but we are not making that now. I told the Directors several years ago that if we were permitted to build double-track, new tunnels, etc., we would make thirty to thirty-five miles per day with our cars, and I pointed out how that would save buying new cars, etc., but instead of thirty-five we are making only twenty-eight, and we must make more. Of course what I ask is difficult—everything that is worth while is difficult—but I feel certain that it can be done. This problem of greater car mileage is worrying all the railroads, but I want to see the Baltimore and Ohio get the credit of fixing it first. You can do it, because it is reasonable and ought to be done, and anything that is reasonable can be done. Now, how will you correct it? My suggestion would be, that, knowing what the facts are, instead of looking to the shipper to do it all, although he should do his share, you get after the place where the car spends fifty-two per cent. of its time. Baltimore and Ohio bad order cars for some months have not exceeded two and a half per cent. So far as I know there is not a railroad in the United States or Canada that has a better record at the present time, and I want in that connection to pay my tribute to Mr. Tatum and those in his department. To reduce and hold bad orders below two and a half per cent. was a difficult accomplishment and has added greatly to our efficiency.

Now, if you raise the mileage of our cars from twenty-eight to thirty miles per day—that is very little, only two

miles a day—it will in effect add 6,000 cars to the equipment of the Baltimore and Ohio Railroad. 6,000 cars at the present time, such as we use, would cost approximately $15,000,000. Our standard steel hopper car that we bought for $800 three years ago would cost over $2,500 today. We cannot think of buying cars at that price; and if we could, the steel ought to go elsewhere—for ships, for France, England or Russia. And this gets us back to my remarks a little while ago, about sending equipment to Russia.

I think that rather than stand in the way of sending the urgently needed equipment to our Allies we should get busy and make more use of the cars and engines we now have, and that is exactly the problem I present to Messrs. Galloway and Begien. I shall be greatly disappointed if within the next month we do not raise the mileage of our freight cars to thirty miles a day, and from there on upwards as far as you care to go. There are other problems confronting the Operating Department, but that is the principal one. I would prefer that you subordinate everything else to that and try to get more out of our cars. It is important, it is necessary, if we are to meet this situation.

There is another question very closely allied to the one I have been discussing, and that is the matter of overtime. In May the overtime of engine, train and yardmen was twenty-five per cent. of the total train roll. That is a big and unproductive expenditure and ought to be reduced, if possible—and I believe it is possible. A very considerable portion of that overtime was made at terminals. A train was ordered, we will say, to leave at nine o'clock. It got out at some other time, and consequently it got in later than it should. It was also detained perhaps after it reached its terminal, and the result was that a very considerable percentage of the overtime, as our records show, was made in terminals. By organization and supervision you can cut down such delays. Another thing—thirty-four per cent. of all the overtime was due to meeting and passing trains and much of it accrued on double track. We must reduce overtime. We must expedite the movement of our trains, in order that we may be able with the cars we now have to do a larger business.

Concerning maintenance—I have already referred to what has been accomplished concerning the maintenance of equipment—a most creditable accomplishment and one that is a constant source of pride to me because those figures are reported monthly and are the subject of inspection and comment, and I am glad that in one instance at least the Baltimore and Ohio is at or near the top of the list, and for some reason other than the mere fact that its name begins with "B."

We ordered last year, anticipating their need, thirty new Mallets such as are running on this division, and ten large Pacific passenger engines. They were to be delivered in July or August, but they will not be delivered until November and December.

That is, the order will not be completed until December, because I said to Mr. Vauclain that I thought it more important that engines should be sent to Russia. I have said that I am in favor of giving Russia, if possible, a thousand engines between now and the first of January, and Mr. Vauclain says that it can be done if he sets back domestic orders. I have said that he could set back the Baltimore and Ohio's order and that we will get along as best we can with what we have. We are not now doing the best we can with our engines. Our engines are not in as good condition as they should be, that is to say, too many engines are waiting for repairs. There are only two proper places for an engine, one is in service, and the other is being made ready for service. We are not keeping engines in as good condition as we should and they are not making as many miles as they ought to make. These matters come largely under the influence of the Operating Department, but if you do what I have suggested about cutting down overtime that will help greatly. The last engine condition report showed 9.6 per cent. of our engines either in shop or waiting for shop. There again our problem is a difficult one. I think it

is generally considered good practice on well managed and well equipped railroads to have a shop capacity sufficient to hold ten per cent. of the engine equipment. Unfortunately the Baltimore and Ohio Railroad's shop capacity is only about five per cent. of its equipment, about one-half of what I would like to see it. Now we have got to do with that one-half what well equipped roads do with double the facilities. I believe it can be done; Mr. Emerson says it can be done. I do not agree with Mr. Emerson in all things (I make that reservation on account of my relations with my staff) (laughter), but I am inclined to go along with him some distance on this proposition. I believe we can get our percentage of bad-order engines down to six. Mr. Gill has already underwritten that. I shall remember that he told me one Sunday that he felt he could get the number of engines in shop and awaiting shop down to six per cent. Five per cent. would actually be in the shop and about one per cent. moving to and from. If you get down to six you will do well. You were up to nine and a half per cent. the last time I knew about it, the first of the month. If you get your bad-orders down to where I think you can, you will in effect add seventy engines to this Company's equipment, and we can let seventy more go to Russia. The mere doing of that thing may mean that the son of some man in this room will not have to go to France with a musket on his shoulder next year, or the next, or the next. That is one of your problems—you must get more out of your equipment, more out of your engines. Because you cannot get new ones—you ought not under the circumstances to want new ones. After what I have told you, you ought to let them go where they are more urgently needed.

The condition of power does not depend altogether on the shops. The condition of the engine depends greatly upon the treatment of the engine, and that very largely comes under the influence of the Operating Department. The Mallet engines that we are now running on this division we bought three or four years ago for $36,000 apiece. The thirty new ones of the same type which we have ordered and which will be delivered this fall will cost us $62,000 apiece. I was told by a man a week or so ago that he had bought ten of the same type as ours, in fact duplicates, to be delivered some time next year, for which he is to pay $102,000 apiece.

When engines have reached that price they must be treated like blooded horses, and that is something I want particularly to impress on the operating officers. I remember when an engine on the Baltimore and Ohio did not have many friends. It was hurried out of the shop, hurried over the road, and I never saw engines treated harder than they were treated here, and yet they responded very well; but it made the mechanical job on this railroad a hard one. I want to say to every man in this room—and I want him to tell others—when you look at an engine look at it as something that you are personally interested in, something by means of which you are performing very necessary service, something with which *you are helping win this war*. General Haig, I think it was, said that every little narrow gauge engine, such as those used behind the lines on the French front, was worth a battery of field guns. That was his estimate. Now I want to repeat—I am so anxious that you should remember it—we must help Russia, France and England with engines. We must do it and to do it we must, if necessary, let them have the entire output of the shops in this country, and at the same time we are being called upon to do the largest volume of business we have ever done and we must do it with the facilities that we now have. You must keep that in mind. When you look at an engine you must think that perhaps it is worth a regiment of men. Whether you get the most out of that particular engine or not may mean whether or not an extra regiment is sent to France. *You must value engines in terms of men.* I cannot impress upon you too strongly the importance of looking after them, caring for them, protecting them from abuse, in order that they may do more and at the same time place less burden on our shops.

When I go over the road, as I do sometimes even now, and see an engine with its jacket half covered with sand and realize that when it begins to move that sand will trickle down into the bearings, in between the driving boxes and the hubs, into the eccentrics and the other moving parts, all making for damage, hot boxes and delay, it makes me shudder, and I hope it will have the same effect on every man here. It is somebody's job to see that the engineers and firemen also understand what I am telling you, because I have a right to suppose that, being citizens, they are just as much interested in the outcome of this war as we are. It is your duty to see that they understand it. You should tell them that they must help to get more work out of the engines. They must not let their engines leak, which is easy enough to prevent except when engines have run so far that the flues are worn and the engine is ready for the shop. Except when it is in that condition an engine has no right to leak, and if it does it is probably due to careless work on the part of somebody—cooling off the tubes—letting the fire go down, knocking out the fire and running the engine into the roundhouse, half a mile away perhaps, with fire doors open and with cold air coming in. Not a single one of those things is necessary. You must instruct the men, you must tell them what they are expected to do and show them how to do it, and you must then urge that they do it and see that they do it. I believe they will. That is another of the problems for the Mechanical and Operating Departments.

The Maintenance of Way Department—I shall not say much about that, because I speak of that currently all the year through (laughter). There have been decided improvements made in that department. This year sometime—I had hoped by now, but certainly in two or three months from now—we will all feel a little prouder of the Baltimore and Ohio because we will then have a complete double-track railroad from Philadelphia to Chicago. A very large proportion of that line is laid with one hundred pound and the rest of it with ninety pound rail. Much of the roadway has stone ballast, all of it is protected by some sort of definite, positive block, and the dusty part has been oiled. We have a line from Washington to Chicago over fifty miles shorter than any other line, and we feel that with the character of our roadbed, with our standard of service measurably approached by our engineers, and with the new steel equipment, we are and ought to be the best line between Washington and Chicago—the growth of our business between those points justifies us in feeling that way. Our line to Chicago soon will be one of the best lines, it will be double-track all the way, it will be a first class railroad (applause). We must see that the integrity of it is everywhere preserved. Operating methods must be carefully watched, the condition of buildings must be well maintained, everything must be kept in harmony, it must be kept a first class railroad. That is something we have all been working toward for some years, and we have nearly accomplished what we had in mind. We ought to finish it this year, and next year we will start on some other problem. Of course, the problems of the Maintenance Department are never ended, but a great deal has been done in the last five or six years in making a better road, a road that is cleaner and safer (applause).

Now, as to the Traffic Department. It might be thought, perhaps, that there isn't much to be done by the Traffic Department, particularly at a time like this, when there is more business offered than the railroads can possibly carry. But that is a mistake. There is much to be done. The fact that our average carload value has increased from $26.00 to $32.00 shows what can be accomplished by heavier loading and longer haul—and many other things may occur to you. Five or six years ago the average carload value was twenty-five dollars. Now it is something over thirty-two dollars. That much has been accomplished. As our traffic officers know, we are checking now more carefully to see whether when we get a car we haul it as far as possible and practicable before we give it over to a

connecting line. You would be surprised, if I were to tell you how much we have saved by careful checking of that one thing. That feature must be watched constantly. We must get a larger carload and longer haul. It may be necessary to raise the minimum. The public must be told the necessity for it—must combine and make full carloads. That is something for the traffic men to do.

Then there is a great deal more that the traffic men can do—I like the word "commercial" better than traffic because that is what they really are, commercial representatives. There is a great deal that the commercial representatives can do in bringing about a better understanding of the mutuality of interest between the railroad and the shipper. Neither one of us is worth much without the other. Most of our industrial communities are situated away from the chief natural avenues of transportation, such as the river—that is a natural highway. You cannot find today any large, growing center—Clarksburg is a good illustration—unless it has good transportation. Its prosperity depends upon transportation. Clarksburg has natural gas, coal, oil, timber—it is in close proximity to everything that is necessary to make one of the most active industrial centers in the world, and what would it be if you took the railroad away? Nothing. All that nature has done for it would mean nothing without transportation. At the same time, what good would it do for the railroad to be there without something to transport? That shows the mutuality of interest. When the shippers, through any mistaken notion or thought take a position which results in mistreatment of the railroads they are doing something that sooner or later is going to hurt them also and you should try and convince them of that fact. That is the duty of the traffic man —Mr. Thompson, Mr. Wight, you must see that the public understands better the railroad situation. That is no less an important task than getting tonnage. You must lay the foundation for good and lasting relationship and develop such a close relation that when times get normal again, as they sometime will, we will have established such a complete understanding that our shippers will stay with us. That is the way to get business and better still to keep it.

The passenger men also have their problem. We ran 16,000,000 passenger train miles last year. If we could get only one more passenger on each train there would be a material increase in net revenue. There is something for the passenger men to do right now. Then, in addition to that, they also have things to do in the way of educating the public. First of all, our passenger men should know what our standard of service is, because, after all, that is the strongest soliciting factor. What is the standard of service of the Baltimore and Ohio Railroad? Well, if you expect to discover it by simply travelling over the road you may miss it; but I will tell you what it is in theory, and we are getting to it—in fact, have already gone a long way. In theory our passenger engineers are expected to start their trains so easily that you only know the train has started by the fact that things seem to be moving by. That is possible, that is a very high standard, but it is possible. In order to make it possible we have all these big Pacific type engines with automatic reverse gear. We have put automatic reverse gear on them, so that engineers would have easily at their command a force that would start a train as quickly and smoothly as possible, in accordance with our ideal. There is also another ideal that can be attained: they should stop the train so easily that you only know it has stopped by seeing that you are not moving. That can be done. If those two things can be brought about nothing that could be done by you or me or any of us would increase so much the popularity of our line. You ought to watch it. It is the duty of every man in the passenger, freight or operating department to make of himself an inspection committee of one, an intelligent critic—not a fault-finder. There is all the difference in the world between a critic and a fault-finder. Criticism of a helpful character is the most valuable thing we can have. There is much else that can be done that will increase the respect that the public will have for us and also

their desire to do business with us; among other things, courteous treatment by ticket agents, as well as by train employes—looking after all the little details—a good dining car service. I have complained somewhat in times past of the dining car service—I think "complained" is the proper word—and I want to say to Mr. Baugh that I think the character of our dining car service today is most creditable. It compares favorably with the best roads in the country. That is not to say that there isn't room for improvement, but it is very creditable (applause).

I will not detain you much longer. I have almost reached the end, but the occasion is so rare and there is so much to be said that I can hardly resist the temptation to talk longer. One important feature of our commercial organization is the so-called Commercial Development Department, started something like a year ago. I know that you will all be glad to know what has been accomplished by that department since its organization. During the eleven months that have elapsed there have been 631 propositions submitted and favorably disposed of, 2.1 new industries have been located on the line for each day of the elapsed time. I have never heard of a better record of industrial development.

A year ago some of you may have noticed in a circular sent out by the Moody Investment Company of New York a reference to the Baltimore and Ohio, in which the wisdom of spending a large sum of money for additional facilities was questioned. It was said that the Baltimore and Ohio was an old road, fully developed, and referred by comparison to such younger lines as the Burlington, Great Northern, etc.—I know more or less, by personal contact, of that new western country—but I venture to say there isn't a railroad in the United States that could show possibilities of such industrial development as that actually accomplished by the Baltimore and Ohio during the last year. I want you to know what the possibilities of the Baltimore and Ohio are in that direction. Now, to the extent that we give good service and treat our patrons fairly and squarely, to that extent will new industries continue to settle along our line.

One other department that I want to speak of is a very important one, and this year many of its representatives are here. I often think of that department in the words of the Scotch poet. You remember that in one of his best poems he says:

> "O wad some power the giftie gie us,
> To see oursels as others see us,
> It wad frae mony a blunder free us
> And foolish notion."

More nearly than anything else I think those words describe the Accounting Department. That is the department that enables us to see ourselves as others see us. The Baltimore and Ohio Company is fortunate in having a good accounting staff and is particularly fortunate in having at the head of its Accounting Department a man like Mr. Shriver (applause). While it is the chief function of the Accounting Department to record all transactions that result in the receiving or paying out of money, still I like to think that one of its important functions is to let us see ourselves as others see us. It is particularly the function of the Accounting Department to hold the mirror up to nature and keep the mirror clean. They must prepare statements that are sent to our operating officers, telling them what they are doing, and when possible comparing our results with results obtained by other lines.

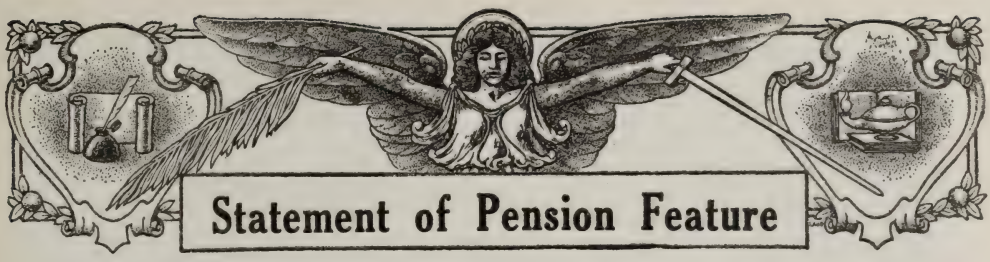
There is one other matter I wish to refer to before I close. A number of my associates have recently asked me if I was going to leave the Baltimore and Ohio service. They said they had heard I was going to accept some kind of a Government position, or something of that kind. If this matter had not been mentioned to me so many times I would not speak of it, but I wish now to say that I would not voluntarily give up the Presidency of the Baltimore and Ohio Railroad to take any position in this country, in any industry or in any service (applause and cheers). So much for that. As a member of the Advisory Commission of the Council of National

Defense, I have for some months been doing what I could in Washington because I was asked to do so. The force I have in my Washington office, my secretary and clerks, work with me as Baltimore and Ohio employes. The Government does not pay us. We are all trying to help because we have been drafted and we do not want to be slackers. I thought we had an organization on the Baltimore and Ohio Railroad that could get along without me. I judged that I could drop temporarily, to a large extent, my duties as President while I helped out in the matter that we are all deeply interested in, and I judged rightly. We are fortunate, I am fortunate, the owners of this property are fortunate, that we have the kind of organization that there is on this road. I feel that I can qualify as an expert on the subject. I have been an officer on the Erie, Burlington and Soo Line, and have had to do with the Great Northern and the Northern Pacific Companies, and I know the men on these different railroads; I have worked with them, and I am proud to say that I have never at any time been associated with a body of men more diligently trying to do the thing which they thought was wanted of them—I have never seen a body of men trying harder to be good, clean, square, decent railroad men, than are here on the Baltimore and Ohio (applause).

Now just one more thing. I have been talking of many details, but the impression that in closing I wish to leave with you is about the important duty that confronts us all as citizens rather than as railroad men, and as bearing on that I am going to read a short extract from the President's Proclamation of April 15. He said, addressing the railroad men, "To the men who run the railways of the country, whether they be managers or operative employes, let me say that the railways are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that these arteries suffer no obstruction of any kind, no inefficiency or slackened power." That is what the President, the Commander-in-Chief of the forces of the United States, says to the railroad men. That is his order to you as an industrial army, and I hope that the railroad men of this country will be just as eager and prompt to carry out the orders of their Commander-in-Chief as the men who will wear our uniform in France; and especially do I hope that the employes and officers of the Baltimore and Ohio Company—the first railroad in this country in point of time, will also be the first in terms of service in this great emergency (cheers).

Win a Prize with Safety Article!

¶ Ten dollars is being awarded each quarter of the year to the employe submitting the best original article on Accident Prevention. The present contest period ends September 30. Send your contribution to John T. Broderick, Supervisor Special Bureaus, Baltimore and Ohio Building, Baltimore.



Statement of Pension Feature

Employes who have been honorably retired during the month of June, 1917, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bailey, Charles W	Agent	C. T	Ohio	43
Bowings, Lanson	Crossing Watchman	C. T	Baltimore	48
Brown, George T	Laborer	C. T	Cleveland	40
Carroll, George A	Mat'l Distributer	Stores	Ohio River	27
Compton, Robert M	Carpenter	M. P	Ohio River	22
Durland, George C	Machinist	M. P	Indiana	47
Ellis, Thomas W	Pumper	C. T	Monongah	31
Ferguson, Francis M	Switchtender	C. T	C. T. R. R. Co	10
Frank, John F	Machinist	M. P	Illinois	46
Henderson, John	Carpenter	M. of W	Newark	29
Holland, William J	Yard Engineer	C. T	Pittsburgh	27
Johns, William A	Crossing Watchman	C. T	Newark	49
Knoske, J. Charles	Engineer	C. T	Philadelphia	29
Loughery, David	Engineer	C. T	Newark	47
Reese, George W	Yard Conductor	C. T	Chicago	22
Saville, John O	Trackman	M. of W	Cumberland	45
Sipes, John T	Brakeman	C. T	Philadelphia	45
Spath, Joseph	Laborer	M. P	Ohio	10

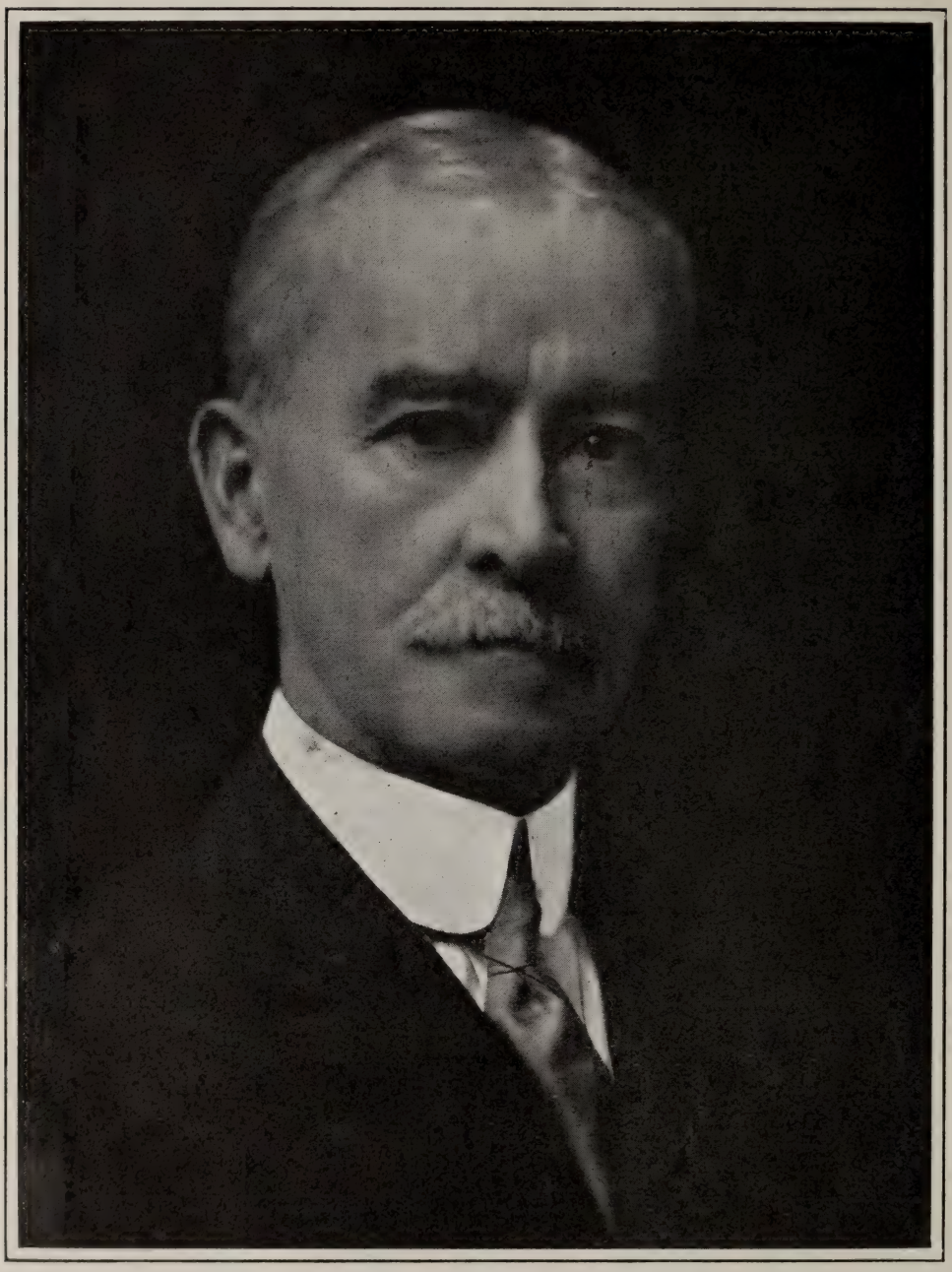
The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1916, over $296,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,082,341.75.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPART-MENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Strahl, Charles L	Laborer	C. T	Wheeling	May 24, 1917	42
Carothers, Frederick	Engineman	C. T	Pittsburgh	May 28, 1917	42
Gorman, Cornelius	Lamp Lighter	C. T	New Castle	May 30, 1917	23
Harrison, John R	Conductor	C. T	Cumberland	May 31, 1917	37
McKibben, Joseph F	Agent	C. T	Ohio	June 3, 1917	23
Quarles, M. S	Crossing Watchman	C. T	Baltimore	June 8, 1917	40
Ogden, John J	Shop Carpenter	M. P	Ohio River	June 9, 1917	12
Ebert, Charles W	Baggagemaster	C. T	Ohio River	June 15, 1917	20
Decker, Levi W	Pipeman	M. of W.	Cumberland	June 19, 1917	31
Malloy, James	Crossing Watchman	C. T	Philadelphia	June 24, 1917	29
Vermillion, Joseph N	Watchman	C. T	Baltimore	June 29, 1917	24



THE LATE DR. JOSEPH F. TEARNEY

DR. JOSEPH F. TEARNEY

BORN JANUARY 17, 1855 DIED JUNE 25, 1917

DR. JOSEPH F. TEARNEY, formerly chief medical examiner of the Relief Department, died on June 25, after a protracted illness, at his residence in Baltimore.

Dr. Tearney was born in Harper's Ferry, Va., on January 17, 1855. After being graduated from Mount Saint Mary's College, Emmitsburg, Maryland, in 1875, where he received the degree of Bachelor of Arts, he entered the Medical Department of the University of Maryland and was graduated therefrom in 1879.

In 1884 he entered the service of the Baltimore and Ohio as a medical examiner and in 1909 became assistant to the late Dr. S. B. Bond, chief medical examiner. In 1912 he was promoted to the position made vacant by the death of Dr. Bond, and acted as chief medical examiner until a few months ago, when, because of ill health, he voluntarily sought retirement from active duty.

Interment was made in Harper's Ferry, on Thursday, June 28.

During the period of his connection with the Company, and particularly during his association with Dr. S. B. Bond and during his own administration as chief medical examiner, Dr. Tearney was identified with and inaugurated many plans designed to promote the welfare, contentment, health and safety of the vast army of the Company's employes. A physician of high professional attainments, unfailingly courteous and genial, with inexhaustible patience and sympathy, he endeared himself to all who sought his advice and assistance.

No more fitting eulogy may be pronounced on Dr. Tearney's life than "He was every man's friend."

The Prevention of Water Waste

The Baltimore and Ohio's Water Bill is a Million a Year

By Henry Gardner
Assistant Engineer

NEXT to coal, perhaps no single commodity is used more frequently on our railroads than water. The estimated annual consumption of water by locomotives on all the railroads in the United States is 450 billion gallons. The total consumption of water for all purposes is in excess of 625 billion gallons per year. On the Baltimore and Ohio Railroad these figures would become, based on the number of locomotives, approximately sixteen billion gallons for locomotives and twenty-two billion gallons for all purposes, per year. At an average estimated cost of five cents per 1000 gallons the water for locomotives would cost $800,000 and for all uses over $1,000,000 per year.

On the locomotive water is wasted by incorrect running and firing, by steam leaks, by improperly sprinkling coal and washing decks, by safety valves popping, taking water at penstocks, etc. By the

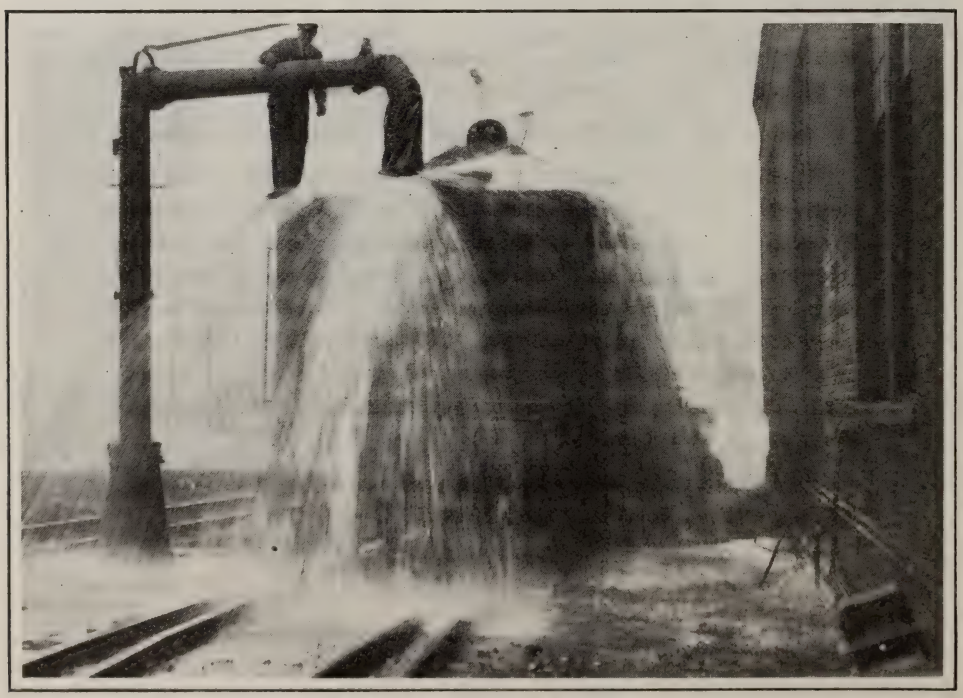
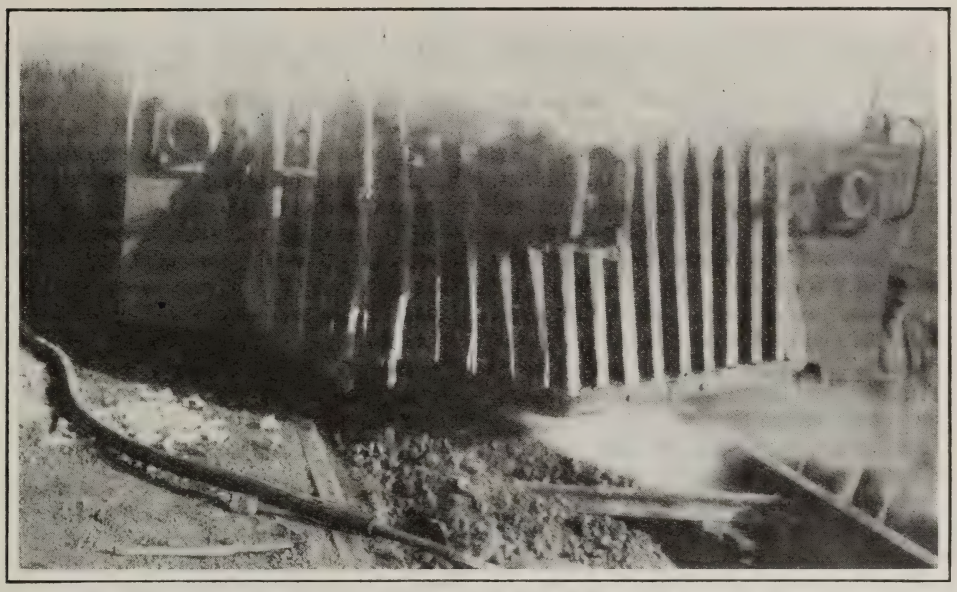


FIGURE 1—CARELESSNESS IN FILLING TANKS RESULTS NOT ONLY IN WASTE OF WATER, BUT IN DAMAGE TO TRACK



WATER IS GENERALLY CONSIDERED TO BE AS FREE AS AIR—BUT IT ISN'T!

correct use of injectors and systematic running and firing a very large quantity of water may be saved. Much depends upon using injectors of proper size and keeping them in repair, enabling the operator to feed water to boilers in a fine and constant stream. Steam leaks are water leaks, and the great waste of coal and water through safety valves is well understood by all. Firemen are often careless in sprinkling coal and washing decks, using more water than necessary and doing it too frequently. Waste of water from locomotive tanks, when taking water, is all too common. This practice not only wastes water, but causes additional expense for removing ice from track in winter and replacing soft track in summer. (Figure 1 illustrates the waste of water from an overflowing tank.) As an example of the amount of water used by a locomotive in service, it is recorded from road tests that a Mallet engine uses an average of 257 gallons per mile, or fourteen gallons per 100 gross ton miles. There is considerable water wasted in roundhouses and shops when testing and washing tender tanks and locomotive boilers, but this has been partially eliminated by the introduction of circulating systems, through which the water may be used over and over. A great deal of water is wasted at ash pits.

Water is generally considered as free as air and much waste is due to carelessness on the part of employes, who fail to realize its cost. We must impress upon all that a saving in water is quite as important as a saving in coal, oil or other supplies. It has been estimated that fifteen per cent. of all the water used by railroads is wasted. By "wasted" is meant that this much water is drawn in excess of the amount actually required. One of the most expensive sources of water waste is due to running drinking fountains. Laws prohibiting cups have made the fountain a necessity. A single bubbling fountain, with a quarter inch opening at twenty-five pounds pressure, will deliver 425 gallons per hour; this would furnish ample drinking water for 10,000 men and allow fifty per cent. waste. The only way to control this waste is to restrict the size of the opening and equip such fixtures with self-closing valves. The practice of plugging fountains open with bolts or wood blocks should not be tolerated.

Yard hydrants for sprinkling, filling water jugs and coach yard service also

cause a heavy waste of water. A one-inch hydrant will waste from twenty to thirty cents worth of water per hour, or $5.00 to $7.00 worth per day. If all the hydrants in one large coach yard were left open, as is sometimes the case in cold weather, the loss of water is enormous. Leaking of improperly adjusted valves in toilet tanks will waste from $3.00 to $50.00 per month, depending upon the number of toilets and cost of water. A case is on record of a loss of $400.00 in one month from leaky fixtures in the toilets of one large terminal. Wash basins, slop sinks and other fixtures connected direct to sewers all cause heavy loss of water.

The little leak is on the job twenty-four hours a day and seven days a week, and while it does not appear to be wasting much water a good deal is actually running away. A round hole $\frac{1}{32}''$ in diameter will pass 270 gallons in twenty-four hours at thirty pounds pressure; and 420 gallons at sixty pounds pressure. A hole $\frac{1}{16}''$ in diameter will leak away enough water to supply eighteen persons for washing, drinking and bathing for a day and a night. Water leaking through a $\frac{1}{4}''$ opening in a sink faucet will cost about $3.00 a day or $1,095.00 a year. Consider what this may cost the Company when we add together all of the thousands of faucets which are used constantly on the System. Finally, let us urge all to exercise the same care in using the Company's water that they do with water at home.

We are indebted to the New York Railroad Club Proceedings for April, 1917, for some of the statistics given above.

Baltimore, Md., July 1st, 1917.

TO ENGINEERS HANDLING PASSENGER TRAINS:

The Baltimore and Ohio standard of passenger train service depends largely on its locomotive engineers.

Safety, comfort and convenience are the essentials mostly desired by the traveling public, and a careful observance of the many details comprising these features will gain an enviable reputation for Baltimore and Ohio engineers and bring commendation to the Company.

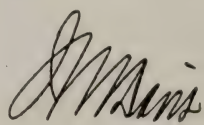
Uniform speed in maintaining schedules, or making up time subject to physical characteristics and proper restrictions is of particular importance.

On curves, over switches and crossovers, through tunnels, on bridges, etc., the control of the train should be such as to insure smooth riding qualities, preventing the slightest disturbance to passengers.

Stopping and starting of trains without noticeable effect affords many opportunities to favorably impress our patrons.

The absence of black smoke and blowing off of steam at pop valves will add to the comfort of passengers and public, and result in economy.

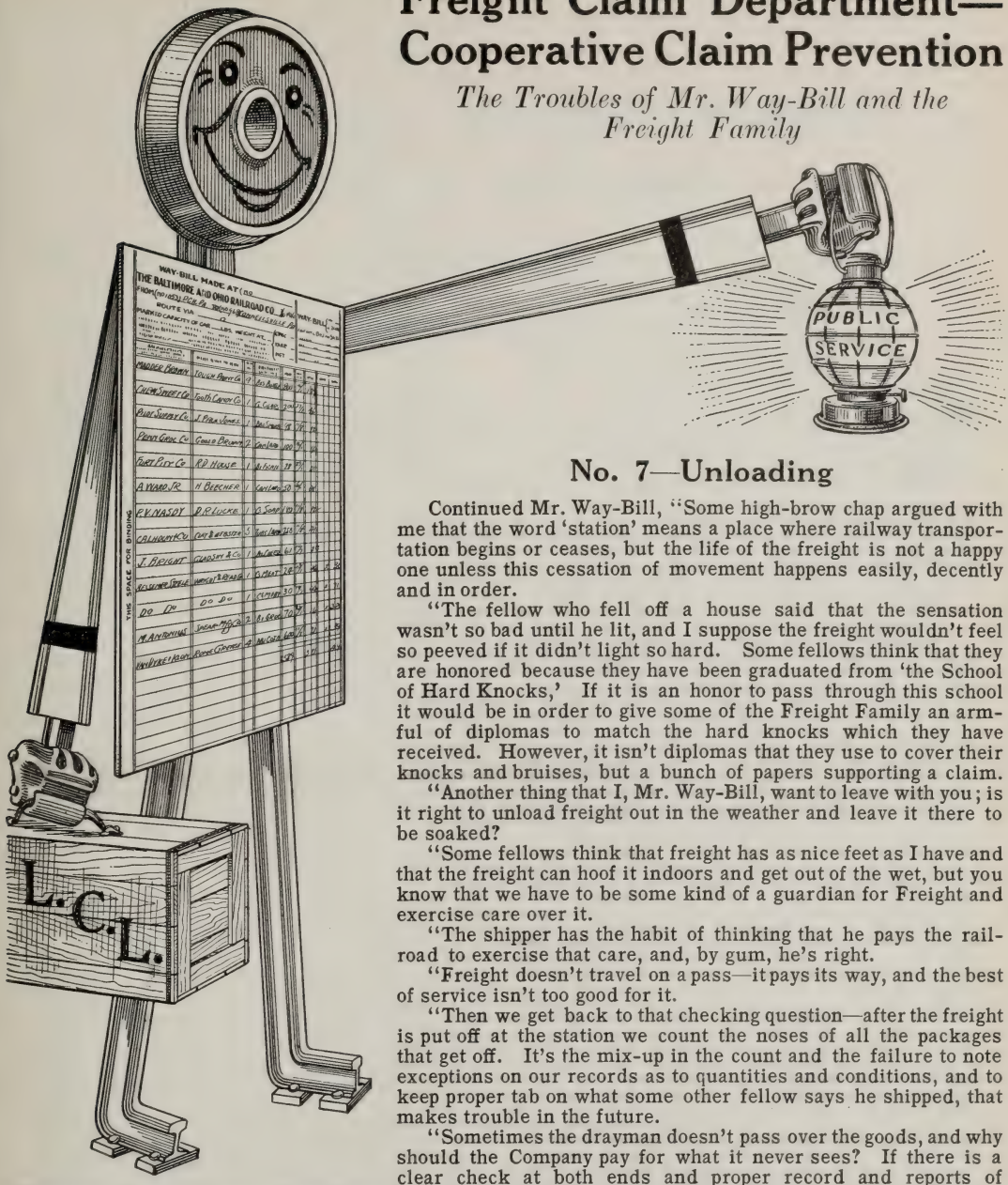
Baltimore and Ohio passenger engineers are experienced and of good judgment, and their combined efforts will be reflected by the extent to which this Company participates in the passenger traffic.



Vice-President.

Freight Claim Department—Cooperative Claim Prevention

The Troubles of Mr. Way-Bill and the Freight Family



No. 7—Unloading

Continued Mr. Way-Bill, "Some high-brow chap argued with me that the word 'station' means a place where railway transportation begins or ceases, but the life of the freight is not a happy one unless this cessation of movement happens easily, decently and in order.

"The fellow who fell off a house said that the sensation wasn't so bad until he lit, and I suppose the freight wouldn't feel so peeved if it didn't light so hard. Some fellows think that they are honored because they have been graduated from 'the School of Hard Knocks,' If it is an honor to pass through this school it would be in order to give some of the Freight Family an armful of diplomas to match the hard knocks which they have received. However, it isn't diplomas that they use to cover their knocks and bruises, but a bunch of papers supporting a claim.

"Another thing that I, Mr. Way-Bill, want to leave with you; is it right to unload freight out in the weather and leave it there to be soaked?

"Some fellows think that freight has as nice feet as I have and that the freight can hoof it indoors and get out of the wet, but you know that we have to be some kind of a guardian for Freight and exercise care over it.

"The shipper has the habit of thinking that he pays the railroad to exercise that care, and, by gum, he's right.

"Freight doesn't travel on a pass—it pays its way, and the best of service isn't too good for it.

"Then we get back to that checking question—after the freight is put off at the station we count the noses of all the packages that get off. It's the mix-up in the count and the failure to note exceptions on our records as to quantities and conditions, and to keep proper tab on what some other fellow says he shipped, that makes trouble in the future.

"Sometimes the drayman doesn't pass over the goods, and why should the Company pay for what it never sees? If there is a clear check at both ends and proper record and reports of differences, it needn't pay. Sometimes it happens that a reported shortage turns up later and is overlooked, the consignee doesn't get it promptly and another claim is paid.

"Let us all take to heart the fact that the railroad is judged by the quality of the *service* it renders. If we remember this we will all be keyed up to cure claims by preventing them."

Care at the station puts the claim agent off the job
Money lost in claims never comes back
The premium of efficiency is an insurance against claims

—H. Irving Martin

What the Railroads are Doing to Help Win the War

By Howard Elliott

of the New York, New Haven and Hartford Railroad, and a Member of the Railroads' War Board

EARLY in April Secretary Lane introduced and had passed in the Council of National Defense this resolution:

"*Resolved*, That Commissioner Willard be requested to call upon the railroads to so organize their business as to lead to the greatest expedition in the movement of freight."

As a result of that resolution by the Council the chief railway executives of the United States met in Washington on April 11 and we had a prolonged discussion of the situation. We realized, perhaps more than our patrons do, that the 250,000 miles of railroad in the United States, trying to serve a population of 100,000,000 people, had approached the point, even in a time of peace, when the amount of transportation that we could manufacture with our plant was not adequate at all times to the demands of the people. The causes for that we need not discuss here; they have been discussed pro and con for the last twenty-five years. It is the fact itself that interests us, and that is of vital interest to the nation and to our friends, the Allies.

Realizing that it was difficult for the railroads to carry the "peak" load at all times and to be in readiness to serve and to meet every demand, we were glad to have this call to come to Washington, and to confer, that we might do what we could to aid in the general situation.

The Railroads' Platform

After conference and deliberation, and after a very inspiring address from Secretary Lane, the railroad executives passed this resolution, which is the war platform of the railroads:

"*Resolved*, That the railroads of the United States, acting through their chief executive officers here and now assembled, and stirred by a high sense of their opportunity to be of the greatest service to their country in the present national crisis, do hereby pledge themselves, with the Government of the United States, and with the governments of the several States, and one with another, that during the present war they will coordinate their operations in a continental railway system, merging, during such period, all their merely individual and competitive activities in the effort to produce a maximum of national transportation efficiency. To this end they hereby agree to create an organization which shall have general authority to formulate in detail and from time to time a policy of operation of all or any of the railways, which policy, when and as announced by such temporary organization, shall be accepted and earnestly made effective by the several managements of the individual railroad companies here represented."

That platform has been subscribed to by practically all of the railroads of the United States, and, in most cases, endorsed and approved by the boards of directors.

It is a patriotic move on the part of the railroads, their owners, their officers and their employes, to do the very best they can with the plant at their disposal.

In order to give effect to that platform a committee of some twenty-seven was

appointed, and from the committee of twenty-seven a committee of five was selected in accordance with the agreement made by all the railroads, "that the railways should be directed by the executive committee of five."

The Railroads' War Board

The War Board of five consists of Mr. Fairfax Harrison, of the Southern Railway, as Chairman; Mr. Hale Holden, of the Chicago, Burlington & Quincy; Mr. Julius Kruttschnitt, of the Southern Pacific; Mr. Samuel Rea, of the Pennsylvania, and myself.

We have subordinate committees reporting to us, which were created coexistent with the military departments of the Government, as follows:

The Northeastern Department, with headquarters at Boston, the Southeastern Department, the Central Department, with headquarters at Chicago, the Southern Department, with headquarters in Louisiana, the Western Department, with headquarters at San Francisco, and the Eastern Department, with headquarters in New York. This form of organization was adopted so that there would be a piece of machinery with which each departmental commander of the Army could deal. In addition, we have as special subcommittees:

A commission on car service,

A committee on military equipment standards,

A committee on military transportation accounting,

A committee on military passenger tariffs,

A committee on military freight tariffs,

A committee on express, made up of the vice-presidents of the various express companies.

The men composing these committees were chosen from the most expert railway officers in the United States.

Then we arranged to appoint general agents at all of the military headquarters, permanently attached there, with no other duties than to work with the military officers, and also general agents at mobilizing points. There are some fifty-six points in all, with 112 men to cover them.

The War Board's Organization

The Washington organization, with headquarters here, has in it sixteen experienced railway officers, including the five executives, composing the head committee, and eleven others who are here permanently. There are in addition sixty-nine general employes, and eighteen inspectors who travel about the country and bring in information.

In order to do the very best we could to get close to the local situation at every place, and to meet, as fast as we could, the difficulties of each given situation, some twenty-three sub-committees reporting to the Commission on Car Service were formed at places all over the United States, Chicago, New York, Atlanta, San Francisco, Seattle, Memphis, New Orleans, and similar centers, so there would be a piece of machinery in each State, and several in some of the States, that could cooperate closely with the shipping and traveling public as well as with the military authorities.

Each one of these committees has, as chairman, an experienced officer of a railroad, and on his committee are representatives of all of the railroads at the point in question.

All of this machinery is now at work, and is being rapidly coordinated, so that after six weeks' work we have comparatively little lost motion.

It is a very expensive piece of machinery.

Our estimate is that, not counting the salaries of the railroad officers, who are devoting a very large amount of their time to this National work, and carrying on, as well as they may, their regular activities as railroad officers, the American railways will contribute about $500,000 a year to this special work, dividing the expense pro rata of course. And we are glad to do it. We are not seeking commendation, but are merely trying to show the extent to which we are going in helping our Government and our Allies in this very terrible crisis.

Speeding Up the Coal Movement

Since we started to work we have taken up many subjects. One of the first and most important was to try to help move

a greater quantity of fuel, which must be moved if the manifold activities of the United States are to go on, and if we are to make the things that we need and that the Allies need; and, as a corollary, to bring down the greatest quantity of iron ore from the upper lake ports, so that the factories can make the steel and iron.

We have modified the so-called car service rules and we think there is a more fluid movement of such equipment as exists.

* * * * * *

At the suggestion of the Council of National Defense, the Railroad War Board supplied to the Government five trained railroad officers, who were commissioned to go to Russia to see what they could do to help the Trans-Siberian Railroad to move toward the Russian front the freight piled up at Vladivostok.

Also, at the request of the Council, and partly at the request of the French delegation, we are arranging to obtain nine regiments of trained railway officers and trained railway employes to help the English and French people carry on their railroad activities, principally in France where, as you know, the man power is strained to the limit.

We brought about, through Mr. Peabody, of Chicago, an experienced coal owner and dealer, with the cooperation of the Lake carriers, and the ore carriers, a pooling of coal, so that when coal arrives at the lower lake ports, there will be a minimum amount of delay in putting the coal into the boats, thus releasing the cars and sending the boats forward promptly.

Much of the time of the Railroad War Board is devoted to conferences with those who are cooperating with the Government. We have had numerous interviews; interviews with the French delegation, interviews with the English delegation, and interviews with Mr. Hoover, to try to get a better method of coordinating the movement of food products.

War Board Cooperates with Congress

We have been called upon by Members of the House and Members of the Senate, both individually and by committees, to tell them something of the situation and of the problems with which we are dealing and the difficulties that we meet in trying to solve our particular problem.

It is really the problem of the whole country, because unless we can get the maximum of efficiency out of the railroads, it will delay the preparations for this war.

We had a meeting with a group of State railroad commissioners, and explained our position to them and our desire to work in a cooperative spirit with them.

The daily press has had much to say about the so-called car shortage, and the freight congestion, which the War Board is trying to solve through our Car Service Commission. That Commission makes a report to us once a week. They sit six days in the week and many evenings; they meet countless people with complaints.

One Cause of Car Shortage

Car shortage perhaps is a misnomer, though it is not a misnomer where the shipper is concerned, because he is not getting all the cars he needs. But it is a misnomer in that the failure of the railroads to supply cars is due not so much to the non-existence of enough cars, as to the fact that the railroad system is overtaxed as a whole because of lack of terminals, lack of sidings, lack of modern appliances on some of the railroads, and lack of modern appliances by shippers and receivers of freight in some places, *so that the maximum use of each car is not obtained.*

These facilities have not been added to to the extent to which they should have been in the last five or ten years. Those of us who have been in the railroad business a long time have preached for years that the country, for its own interests, ought to permit the railroads to spend at least a billion dollars a year in new additions to our plant. The country has not permitted us to earn enough to spend a billion dollars and our plant is not all that it should be.

Relation of Railroads' War Board to Council of National Defense

The railroads formed their organization at the request of Secretary Lane, and we work with the Council of National Defense in the closest possible way. In fact, I believe we are designated a co-operative Committee. Mr. Willard, of the Advisory Commission of the Council, is a member of our committee ex-officio. He brings us suggestions from the Council of National Defense and takes from us suggestions to them. We advise the Council of National Defense weekly what we are doing or trying to do, so thay they may be informed and may better be able to make suggestions to us. We are working very closely together.

We are trying to have, and I think we are succeeding in having, very close and satisfactory relations with the Interstate Commerce Commission. Mr. Edgar E. Clark, a member of the Commission, is a member ex-officio of our Board; his counsel and his experience are of tremendous value to us in our deliberations. Our aim is so to coordinate and arrange this enormous piece of machinery, this 250,000 miles of railroad, so that we can make it of the highest service to the nation at this crucial time; *indeed my observation leads me to believe it is more serious and more critical than people realize, especially those who have not had the privilege of spending a few weeks in Washington.*

Our mandate and our commission have come to us through the voluntary act of the owners of these 250,000 miles of railroad. We are their trustees, and in trying to do our full duty to the nation we must fulfill the trust imposed upon us, by operating these 250,000 miles of railroad, having in mind the interests of the million and a half security owners, and possibly two million employes who, with their families, represent nearly one-sixth of the population of the United States.

What Cooperation Will Do

We believe, because of the cooperative spirit displayed by everyone with whom we have come in contact, that as we work along, one step after another, we can obtain a greater efficiency out of these railroads than has been obtained before; that we can do the things that the Government wants us to do; that we can do the things that the Allies want us to do, and we can do the things that business wants us to do, and still safeguard the general health of this great piece of machinery, which must go on forever, after the war is over, to serve the public.

More Efficiency Must Be Had

One of the first things the Railroad War Board did was to put out what we called our efficiency circular. It was an earnest appeal to officers, to men, to the public and to those who use the railroads, to help and cooperate in every way possible to make a greater use of the existing American railway plant. This plant is inadequate in some directions, and it is essential to make every car, every engine, every track, every freight house, and every appliance do more work. To do that we must have the highest cooperation between the railroad owner, the railway employe, and the railroad users. This circular was put out to stimulate that idea.

* * * * * *

The Railroad War Board has been practically in continuous session in Washington since April 23, going home to our places of residence and to our railroad headquarters on Saturdays and Sundays to keep in touch with the detail of the properties that employ us.

How Available Cars May Be Increased

On May 1 there was, according to the record, a so-called shortage of 150,000 cars. In round numbers there are 2,500,000 cars in the United States. *If, by a little better loading by the shipper, a little better unloading by the shipper, a little better movement by the railroad, and a little more alert work by every man in the railroads, from the president down to the waterboy,* each car was used a little better, it would not take very long to get that 150,000 cars out of the 2,500,000 cars. It is about three-quarters of one per cent.

The railroads, in spite of their difficulties, have done a good deal in the last eighteen months to try to add to their

cars and engines. For example, there have been placed in service since November 1, 1916, 989 engines and 44,063 cars. There are now under order as of April 1, 2,209 engines and 104,917 cars. Those engines and those cars we hope will be received between now and the first of January. If so, since the first of November last and by the first of January next, there will have been introduced 148,980 cars into the service, with an average capacity of over 50 tons, and 3,188 engines, with an average tractive power of 54,000 pounds, which is very much above the average of the engines of the United States.

Quantity of Transportation is Insufficient

But in spite of all this I feel, and the War Board feels, that if the war goes on as we fear it will, the total amount of transportation that can be manufactured, under the existing conditions, when men are called to the colors or sent to France, or have to go into other forms of work, will not be sufficient.

I am afraid there will be a continued shortage of transportation. In that event it is going to be necessary, in the interests of the nation and in the interest of the Allies, to use such transportation as there is for the essential things. The public should willingly give up the non-essentials. In other words, it is going to be a great deal more important for this country to move food, fuel and iron, and the essentials of life and manufacturing, than it is to move what might be called the luxuries, the things that we can get along without in this terrible world crisis. We hope that we are going to be able to move it all, but I think it is only fair to point out the facts, and to ask the public's cordial support.

To Economize in Passenger Service

As one step in that direction the War Board has asked the so-called Departmental Chairmen to call their committees together at their various headquarters throughout the United States to go over the passenger schedules of the country most carefully. There is a duplication of passenger schedules in certain places. There is very luxurious passenger service, in some places and we would like to keep it up, but the country can get along without some of it.

* * * * * *

We are suggesting that there be some changes made in the passenger schedules, not with the idea of saving money, not with the idea of failing to serve the public, but simply to save man power, fuel and motive power, all of which should be applied to the transportation of necessities.

This matter is so important that Congress has taken it up and there has been introduced in Congress, not at the suggestion of the railroads, but at the instance of members of that body, because they see the difficulty, a bill which will empower some agency of the Government, under the direction of the President, to say to what commodities the railroads must give preference. That bill has been favorably reported by the Senate, and I presume is now on its passage.

It is essential to the welfare of the people, and for the preservation of this great American railway system that some such measure be enacted. We have courageously started out to do these things that we have been asked to do by the Council of National Defense, and yet, in doing them we have of necessity run counter to some Federal laws and some State laws. Sooner or later we will have to stop in our efforts to get this maximum efficiency unless, as a war measure, the Federal power says, You must do this and you must do that, without being subjected to countless damage suits.

How the Press Can Help

*You gentlemen are all business men. I am going to ask you—and I know you want to—to help in any way you can. As you go back to your respective homes and write in your papers, you can perhaps give the public a clearer idea of this great movement to nationalize the railroads of the country as a war measure;

* These remarks were made before the National Editorial Conference of the Business Press, Washington, D. C., May 25, 1917.

you can arouse the public to a realization of the difficulties that confront the nation and that confront those of us in the railroad service who are trying to serve the nation. You can emphasize the importance of the highest speed in every kind of preparation, and particularly in this transportation matter.

We have the same difficulties that other manufacturers have, because we are only manufacturers of transportation. That difficulty is to get all of our employes aroused to the seriousness of the situation. I think the railway employes are as patriotic as any in the country, but they are far removed from the scene of trouble and they do not yet, as a whole, perhaps realize that every man, woman and child in the United States must do the maximum amount of work to win this war.

You can help in that, because you touch many kinds of labor through your different papers, and you can encourage that idea; and you can also encourage the idea that if the railroads are to have their maximum efficiency they must have the help of every man outside of the railroads in handling equipment as well as the help of the men inside the railroads.

You can help also, if it becomes necessary to bring about reductions in service, by the selection of the essential business as against the non-essential, to explain that that condition must be met with patience and with fortitude, and that if we are in this war to win, as we are, everyone must contribute something by getting along, perhaps, on a different basis of life from that to which he has been accustomed in the past ten luxurious years.

Railroad Should Conserve Energies

You can also help to increase the spirit of cooperation between the railroads and the State and National commissions, and municipal governments, as a war measure, to relieve the railroads from the strict regulation that cripples their efficiency. Those which will come up from time to time. They are being discussed before the Interstate Commerce Commission, with Governors and others. I refer to measures which were thought to be wise when they were passed, but which, unconsciously, have had the effect of slowing down the operation of the railroads.

If we have to pick and choose as to transportation, you can help by pointing out that unnecessary work, as a war measure, had better wait so that we can do the work necessary to win this war.

I think there is a very large spirit of cooperation; it has been made evident to the War Board from many sources.

We have had what I would term almost splendid cooperation, but it must be continued and it must increase if we are to accomplish what the country wants and what you want.

* * * * * *

I firmly believe, in fact, no one can have any other feeling, that we will win this war, and I think we will all agree that we will win it sooner and end this awful struggle that is almost ruining civilization if everyone will realize the magnitude of the task and will turn in and mobilize and coordinate at once the marvelous man power, the money power, the business organization, the press, the manifold industries of this wonderful United States, and apply that mobilized power for the sole and only purpose of supporting our Allies and maintaining the highest ideals of humanity and civilization.

That is what we, of the American railways, are trying to do through the platform we adopted, and through the War Board, which they selected and charged with this very high duty.



Books That Will be of Assistance to the Man Who Expects to Render Military Service

IN the next few months a great many of the men of America are going to turn their thoughts from the business of peace to the business of war. The man selected for service as a private need not remain a private—the chances for advancement will be as great in military as in civil life. To the man who wants to go into the military or naval service as well prepared as may be the reading of one or more of the following books is suggested. They will not teach him the trade of soldiering or sailoring, but they will give him a long start over the man who goes to the mobilization camp entirely ignorant of matters military, or aboard ship "with hay in his hair." The books may be purchased at almost any bookstore, or may be ordered direct from the publishers.

THE PLATTSBURG MANUAL, a Handbook for Military Training, *by Captain O. O. Ellis,* U. S. A., and *Captain E. B. Garey,* U. S. A. Published by The Century Co., New York. Price $2.00 net.

"The first book for the citizen soldier to read," are the words with which the publishers introduce this valuable book. It is an elementary text-book of matters military, intended for those who desire to become officers of the Reserve Corps and for ambitious men without military training who have been called to the colors. It will give the reader a sound conception of the basic principles of military art, which he may supplement by the study of more technical text-books.

The first part deals with the problems of the "rookie." It gives advice on such subjects as what to take to camp, what to do on arrival there, rules of conduct for camp life, saluting, and the preliminary cleaning of the rifle and bayonet. A chapter—perhaps the most valuable in the book—is devoted to physical training *before* going to camp. Then the school of the soldier (including the manual of arms), the school of the squad and the school of the company are taken up, the text being made clear by diagrams and photographs showing the right, and quite as important, the wrong way of performing the various movements.

Other subjects treated briefly and clearly are fire superiority, the service of security, attack and defense, target practice, and "hiking."

The second part, or supplement, treats the subjects introduced in the first part more fully and in a more technical manner. A valuable chapter is the one on first aid to the injured. The appendix contains the tables of organization of the Army and other reference data of value.

MANUAL OF MILITARY TRAINING. By *Major James A. Moss,* United States Army. Published by the George Banta Publishing Company, Menasha, Wisconsin. Price $1.90 net.

In its 700 pages this book covers every subject that the private, non-commissioned officer and company officer will need to be informed upon. It is divided into three parts. Part I deals with drills, exercises, guard duty, target practice, ceremonies and inspections. Part II deals with miscellaneous subjects pertaining to company training and instruction and Part III to company field training. It is a book that will well repay the study of anyone entering, or expecting to enter, the army, in any capacity.

FUNDAMENTALS OF MILITARY SERVICE. By *Captain Lincoln C. Andrews*, United States Cavalry. Prepared under the supervision of Major General Wood. Published by J. B. Lippincott Company, Philadelphia. Price $1.50 net.

In this valuable book Captain Andrews gives an outline of the work performed by all the various arms of the military service. The scope of the book can best be illustrated by a list of its chapter headings: Our Military Policy; Psychology of the Service; Military Training; Organization; Infantry Drill; Its Rules; Its Discipline; Cavalry; Its Role, Discipline, Leaders and Drill; Field Artillery; Coast Artillery; The Engineer Corps; The Signal Corps; Tactical Rules; Military Courtesy; Guard Duty; Riot Duty; Small Arms Firing; Map Reading and Sketching; Care of Arms and Equipment; Army Regulations; Patrolling; Security; Marches and Convoys: the care of Men and Horses; Camps and Bivouacs; Supply and Transportation; Sanitation; Horsemanship. The chapters on the psychology of the military service, military training, and organization are especially valuable to the man who has had no military experience.

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FUNDAMENTALS OF NAVAL SERVICE, *by Commander Yates Stirling*, U. S. N. Published by J. B. Lippincott Company; price, $1.50 net.

In this interesting book Commander Stirling does for our naval service what Captain Andrews has done for our military service—gives men intending to enlist in the Navy an idea of the various kinds of service demanded and of the principles underlying Naval customs. The book will also be of value to the civilian who desires to know something of the work of our Navy.

Among the subjects treated in an interesting way are: Our Naval Policy; The Principles of Naval Strategy; Naval Traditions and Training; The Evolution of the Modern Warship; The Naval Aeroplane and Airship; The Mercantile Marine; and the Fleet in Battle against other Warships and against Land Forces. Part III of the book is devoted to the organization of the Navy; Part IV to the various branches of Naval Service and Part V to First Aid, the Navy as a Career, and like subjects.

Like "Fundamentals of Military Service," this book will well repay the civilian for its reading.

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A Guide for Those Who Wish to Serve Their Country

FOR the information of the many patriotic Americans who are anxious to "do their bit" but who don't know just where they can best fit in, Columbia University has issued a "Directory of Service," which details the requirements for and duties of service in the active and reserve branches of the Army, Navy, Aviation, Medical, Red Cross, Agricultural and Industrial forces of the United States. It will prove equally valuable to the man who is thinking of enlisting for active service and to the equally patriotic man who must stay at home, but who wants to do what he can to help, in addition to performing his usual duties. A special chapter is devoted to woman's part in the war.

This bulletin costs twenty cents and may be obtained by addressing the Secretary, Columbia University, New York City.





Baltimore and Ohio Employes Magazine

*Robert M. Van Sant, *Editor*
Arthur W. Grahame, *Associate Editor*
*Herbert D. Stitt, *Staff Artist*
George B. Luckey, *Staff Photographer*

*On furlough attending Officers' Reserve Corps Training Camp

Helping to Win the War

WHEN the call to the colors is sounded every man worthy of the name feels that it is sounded for *him*, and that, regardless of age or responsibilites, he must answer it or stand a self-convicted slacker. Yet, for various reasons, many must remain at home, and their part in the winning of the war is quite as important as is that of the soldiers and sailors who face the enemy on the battlefield and the high seas.

War brings our normal, everyday existences to an end; sometimes swiftly, often slowly and almost imperceptibly, but always surely. Our friends appear in unaccustomed uniforms for a day or two and are gone—into the great war machine and to the gamble of life or death. The change to them is swift and complete. To those who stay at home it is more gradual. The things that have interested us most gradually interest us no more, our usual amusements and pleasures grow "stale, flat and unprofitable." But the business of the nation goes on, increases, and at last changes from the business of peace to the business of war, and we change from the workers of peace to the industrial soldiers of war.

Success in modern war demands that behind the army and the navy there must stand another army, the army of industry. This army does not fight with sword and cannon—its weapons are the common implements of everyday life, the sledge and the anvil, the lathe and the drill press, the spade and the plow, the locomotive and the freight car, even the pen and the ledger. Yet that success shall reward the efforts of the men at the front this prosaic army must toil and struggle as faithfully and as self-sacrificingly as the men in the trenches. Denied the glamour of the uniform, often unrewarded by the praise of their fellow citizens, far away from the romance and the excitement of the battlefield, upon their loyalty depends victory or defeat.

Of all the many industries that must play an important part in the conduct of the war there is none more vital than transportation. Not a gun can be forged, not a ship launched, not a soldier sent to the front, without the help of the railroads. Upon the transportation systems of the United States and upon the men who manage and run them rests, to a great extent, the responsibility for success or failure. The extent of this responsibility, the vital need for the whole-hearted help of every man in railroad service, is pointed out masterfully in Mr. Willard's address at the Deer Park meeting, published in this issue. It should be read by every Baltimore and Ohio employe.

The men who are charged with the management of the railroads have done, and will continue to do, their part. For the purpose of helping to win the war the numerous systems of the nation have been merged into one, and rivalries and competition cast aside. But the employes of the railroads also have their duty and

DON'T BE A SLACKER

their responsibility to the country. Although they may wear the uniform of any one of a hundred railroads they are, in reality, serving one great master—the Nation. They are the railroad soldiers of America, mobilized for the great battle for freedom and democracy, and upon their shoulders rests the responsibility of seeing that their comrades in the trenches, on the seas and in the training camps lack for nothing that they can bring them that will make for their welfare and success.

Each man, in his particular position, is equally important. President, general manager, superintendent, trainmaster, dispatcher, yardmaster, signalman, operator, engineer, trainman, switchman, surveyor, shopman, draftsman, trackman —each must do his duty, for if one fails all fail. Will this railroad army accomplish its task? Will it prove itself worthy of the confidence reposed in it? To those who know the American railroad man there can be but one answer—yes! When the war is over and the Sammies come marching home the railroad men of America will have no reason to hide their faces—they will have done their bit.

Keeping Fit

"NO, I haven't played much golf this year, somehow. We're working pretty hard at the office just now—lot of fellows gone in the army, you know—so when I get home I sit around and read the papers and take it easy. Anyhow, I've sort of lost interest in golf and baseball and those things—don't know just why—it's the war, I guess. I can't go myself, and it doesn't seem quite right to be enjoying myself while other fellows are in the trenches. . . . . No, I can't say that I feel very well—all sort of dragged out, like."

Perhaps you have heard—or presented —excuses of this kind for not taking accustomed exercise. Many men can always find an excuse for not exercising—which is one of the reasons why so many doctors own automobiles—but in wartime this particular brand of "slacking" is exceptionally prevalent.

And its dead wrong! The war demands that every citizen be at his best. The burdens of everyday life will grow heavier and heavier and we should be in the best possible physical condition to bear them. Exercise and healthful amusement are as necessary as meat and drink—a good many pretty wise people think that we would be better with more exercise and less meat and drink—and it is the duty of every man to see that he gets as fit and keeps as fit as he possibly can. Thousands of medical men are needed at the front and those left at home will be busy with the sickness and disease that cannot be avoided. Don't add to their burden by falling ill because you don't take care of yourself.

The President's cabinet members are pretty busy men these days, but they manage to spare enough time to undergo a course of training under Mr. Walter Camp, of Yale football fame, and President Wilson himself, despite his duties and responsibilities, manages to find time for occasional rounds of golf and long automobile rides. It pays—try it and see if it doesn't.

Magazine to be Increased in Size

BEGINNING with the August number the MAGAZINE will consist of ninety-six pages. It is hoped that with that amount of space it will be possible to cover, although in many cases very briefly, all the happenings of interest on our System. In recent issues it has been necessary to omit many interesting articles.

HELP WIN THE WAR

Teamwork as Important in the Army as on the Railroad

Says Editor, Writing from the Officers' Reserve Corps Training Camp at Fort Myer

FORT MYER, July 4, 1917.

Dear Art.:

A couple of weeks ago our Company got a real "find." It came in the person of Sergeant Martin J. Bresnahan, fresh from drilling recruits at Fortress Monroe and with an equally hard task before him in teaching prospective officers the manifold duties of a "top" sergeant. For this is no "cinch" even when, as with us, the pupils want to learn. In fact, after two weeks of the preparation of muster rolls, morning reports, ration returns, council books, document files, payrolls, etc., we are all willing to agree with our refreshing instructor that the importance of the job of "top" sergeant is quite impossible to exaggerate.

I said Sergeant B. was refreshing. He's more than that. He has been a U. S. Regular for seventeen years and sees things not only from the angle of the "non-com," which he is, and the officer, which he is about to become, but also from the viewpoint of the enlisted man that he was when he started his service. And the inside dope which he has confided about the handling of our future charges, and which can't be found in "Army Regulations," ought to prove invaluable to those of us who have the good sense and the tact to use it.

"Private O'Brien" is Sergeant Bresnahan's prime favorite. He is a wholly imaginary person who officiates at all the Sergeant's lectures, where he fills the role of a veritable Dr. Jekyll and Mr. Hyde. One minute he is an extremely well-behaved first class private in charge of an important detail and the next he is the horrible example of the refractory recruit undergoing punishment in the guard house. However, as you might suppose from the racial connection between the names "Bresnahan" and "O'Brien," our instructor usually speaks of his illustration as a "first class fighting man."

(I wish those misguided Irish-Americans, who seem to think that Germany would do better by the Emerald Isle than has Great Britain, would come down to Fort Myer and listen to some plain talk from Bresnahan. He hasn't much respect for the Kaiser.)



THE SOLDIER MUST KNOW WHERE HE IS—AND WHERE THE ENEMY IS LIKELY TO BE

These candidates for commissions in the National Army are using the time of a halt on a practice march to become familiar with the art of reading military maps

What he thinks of *us* may be judged from the fact that he was recently heard offering to bet the sergeant instructor of another company a month's pay that "my company," as he calls us, could outdrill any other in the regiment in parade and close order formations. Naturally we work to the limit when he is on the drill ground, putting a lot of "kick" into our steps with his incisive and inspiring "Wan–Two–Three–Foor—Wan–Two–Three–Foor," etc.

But the long, tiring drills in close order formation, the importance of which, for teaching precision, uniformity, exactness, quickness of response, etc., can hardly be exaggerated, are now a thing of the past and we have been working on the secondary part of our training. So that the mornings nowadays, not long after sun up, see us out on the country roads or fields doing a variety of things.

Perhaps the most interesting work on the present schedule is that under the heading, "Studies in Minor Tactics." In these we go out on our hikes in marching formation, sometimes as companies acting independently, sometimes as parts of a battalion or of the whole regiment, and again as detachments of imaginary brigades or divisions who are supposed to be defending the National Capital against attack or protecting the Arlington Wireless Station.

This latter, by the way, with its three huge steel towers and connecting antennae looming high over us about a half mile below our regimental street, is the most important of all the stations of communication of the Government. Often of a morning the tops of the masts are shrouded in clouds and it is fascinating to think that from these steel monsters, through clouds and storm, across land and sea, by day and by night, messages of the greatest import are being sent to our fleets and armies on home and foreign seas and soil, to San Diego, to Panama, to Honolulu, from what has now unquestionably become the world's center of democracy at Washington.

Electrically charged barbed wire surrounds this station, with a big detachment of the National Guard of the District of Columbia constantly on the watch for enemies who would destroy it. This is a far from romantic or fascinating duty, rather more so however than are the duties of thousands of other militiamen who, day in and day out, often in most unpleasant places, are protecting the vast machinery of the Government whose first soldiers have just reached fighting soil. More honor, therefore, to the fellows at home who are doing their "bit" modestly, faithfully and effectively!

These practice marches are almost always good sport. Morning in the country about Fort Myer is delightful, the flowers abundant, the roads good, and the farms showing by their wonderful growth of fruits, vegetables and grain, the good effects already obtained by the country-wide drive for greater production. Of course, wading through mud holes made by an all night's rain isn't the pleasantest thing in the world, nor is lying prone in a swampy field. But for all these minor hardships we have the inestimable satisfaction of knowing that without them we cannot learn and that they are not multiplied simply for the sake of making it miserable for us. The accompanying picture is rather a poor one to illustrate this phase of our tactical work. It was taken during a brief rest, called for the sending out of a "flanking combat patrol to drive off patrols of the enemy." You will note that the men are all studying their maps (this is not a posed picture) by means of which our marches are exclusively directed. By the way, I have learned enough of this part of the work to be able, with a small rectangular board, compass, ruler scale, paper and pencil, to draw a map which passes muster before our Major of Engineers as "a good rough sketch."

If I had a picture of my sorely blistered hands of a few days ago it would be the best proof in the world that I have had my share of trench digging. This is really a remarkably simple operation and requires more brawn than brains. Yet even here and in the ghastly stretching of the barbed wire entanglements, there is, of course, only one best way of doing it. And we have learned that. Our sole enemy to date, by the way, has been a very slippery and scared weasel, who in scampering over the intrenchment ridge, caused so unseemly an amount of stone throwing and chasing with picks and shovels by our "soldiers," that the Company looked for the moment as if it was in a bad rout.

One of the pleasant surprises of the past week for me was a chance meeting with "Jimmy" Hare, the famous war photographer. I first met him when he was the official photographer for *Collier's* in New York. He has been back from the firing lines only a short time and at Fort Myer was completing a tour of the Training Camps which had taken him as far west as the Presidio in San Francisco. He looked over the work we had been doing on trenches and entanglements, gave it his O. K. as being in line with the practice which actually obtains in the first line trenches in France, and took some pictures of our squad busy with picks and shovels.

Well, as usual, I've skimped on what I wanted to write and written only a few of the things I intended to. I wish (harking back to the days when I was preaching in the MAGAZINE the good old doctrine of "teamwork" on the railroad) I could tell you how they are hammering it into us here. It's an eye opener, the most important thing in the military game, but I'll have to save it until my next.

By the way, isn't it great that the military cantonments at Admiral and Chillicothe are on our lines! When reading of the thousands of carloads of material needed to build each camp, I couldn't help but think how much business it will mean for the Baltimore and Ohio, and how hard our employes will try to handle it safely and expeditiously.

With my best, as ever,

ROBERT M. VAN SANT.

How Women Can Fight

By Gelett Burgess

of the Vigilantes

MEN must wait to be drafted, but any woman can volunteer in this war. Every woman should. An Army of Women is enlisting recruits. Its name is the American Red Cross, and to care for the wounded is its mission.

Don't think, however, that means that you can put on a becoming uniform, and, after a few lessons, go to France and nurse heroes in hospitals. Would you, if you were ill, want to be cared for by an amateur? No, you would want a trained nurse who has graduated from a hospital that would guarantee her character and efficiency. Don't you want your boy, if he is wounded, to have the very best care in the world?

Both in England and in France many auxiliary hospitals were at first filled with amateur nurses. Men were neglected, ill cared for. The bed sores alone were terrible—all caused merely by the lack of experience of the nurses.

To avoid such horrors, the American Red Cross has enlisted thousands of graduate nurses, women efficient, experienced and conscientious and so scientifically trained that the surgeon's work is made effective. It has formed and prepared thirty base hospital staffs—with surgeons, nurses, orderlies, dieticians, clerks and housekeepers and mechanics—enough adequately to provide medical care for an army of a million men.

It is the work of the women of the land to help keep these hospitals alive. You must do your share that our soldiers may be cared for. Join the Red Cross today. Apply at the nearest Chapter or Branch. They will tell you what to do. Get nine other women and form an Auxiliary, and the Red Cross will send you an instructor.

There are two things the Red Cross wants, and wants quickly—money and surgical dressings. Both are vitally necessary to keep the hospitals going.

Of an army in the field, it is estimated that at least five per cent. will, during the first part of the campaign, be in the hospital. For our 50,000 ill and wounded, an immense number of surgical dressings will be needed. They must be all ready. They must be all exactly alike. They must be scientifically made.

Send to the Headquarters at Washington for the Red Cross "Circular on Surgical Dressings," then start a workshop and go to work. Let the nearest Chapter tell you all the details—*don't bother Headquarters with questions!* Or, join some branch already established. There is enough work for every woman in the United States.

If you can't do this, raise money for the Red Cross. Think of the sums required for hospital equipment—cots, bedding, garments, kitchens, medicines! To equip the six base hospitals already sent to France cost $210,000 and for the nurses' equipment another $23,000.

Fairs, entertainments, collections—there are as many ways to raise money as there are persons to do it.

But remember that, once you enlist, the Red Cross is a sacred symbol, and don't misuse it or treat it lightly. It stands for the highest work women can do in this crisis. It stands for responsible, organized, and scientifically trained and directed work for the relief of humanity. It is above distinctions of race. Amid the world-wide cruelty and horror of war, the Red Cross is the emblem of unselfishness and of the Brotherhood of Man.

Is there any woman living who will not want to fight under such a flag as that?

Home Dressmaker's Corner

A Skirt for the Summer Wardrobe Developed Upon Lines Both Simple and Satisfactory

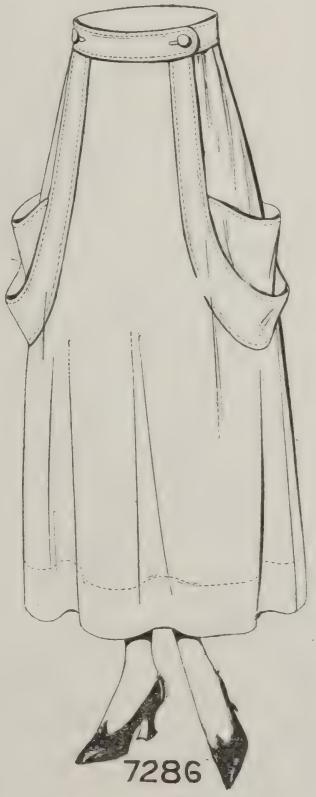
Courtesy of "Pictorial Review"

THIS tub skirt in cotton rep is simple, smart and satisfactory. The home dressmaker will find it exceedingly easy to make and as cotton rep is one of the inexpensive materials characterized by unusual excellence of appearance, the cost of the skirt occasions no obstacle to its possession. It is a two-piece model in circular effect and, if preferred, may be made without the pockets and trimming straps shown in the illustration. Medium size requires 3 yards 43 inch or 3½ yards 36-inch material.

Since cotton rep usually comes in narrow widths, it will be necessary to piece the front and back gores. Place the pattern on the lengthwise fold of material as shown in the cutting guide. Pin down carefully, then sew a strip of rep to the sides to make the material wide enough to fully accommodate the pattern.

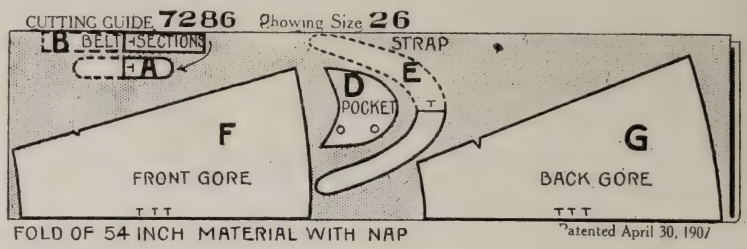
Of course, if serge, or any other wider material be used, piecing will not be necessary. Both the front and back gores are laid on the lengthwise fold of material. The belt sections are laid parallel with the selvage, while the pocket has the large "O" perforations resting on a lengthwise thread. Place the strap with edge marked by single "T" on a lengthwise thread of material.

Now, having cut each section carefully, join the gores as notched, leaving left side seam free above large "O" perforation in front gore for a placket. Gather the upper edge between "T" perforations and adjust stay to position, underneath skirt with single large "O" perforation at top of stay at center-back of skirt, double small "oo" perforation at center-front and bring single small "o" perforation in stay to right side seam of skirt; close stay on left side. Stitch upper edges of skirt and stay together,



TWO-PIECE SKIRT

drawing gathers to fit stay. If desired to be worn with a shirtwaist, a stay 1 inch wide may be used instead of the 25 inch stay provided in pattern, cutting off 1 inch from upper edges of gores.

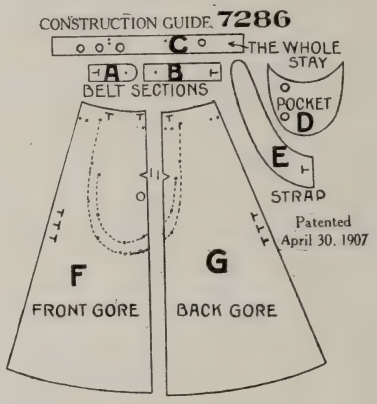


The large "O" perforations in the pocket indicate the front. Adjust to position on skirt with the outer edges along indicating small "o" perforations.

Now, lap the front belt section on the back, matching small "o" perforations and finish with buttons and buttonholes for closing. Adjust to position on skirt with center-fronts and center-backs even, upper edge of belt a little above top of skirt; the belt may be arranged over, or under the top of strap as illustrated.

Trim with buttons or braid.

No. 7286. Ladies' Skirt. Sizes, 24 to 34 inches waist. Price, 20 cents.



Practical Economy

Saves for You and for "Uncle Sam"

(Sign or have your wife, mother or sister sign)

I, _____, hereby resolve to live up to the following pledge to the best of my ability, and to urge all persons within my influence to do the same.

1. To serve no meals with more than three courses, fresh meat and potatoes to be used only once a day.
2. To observe one meatless day every week.
3. To urge housekeepers to go to market and pay cash, when possible, and keep a closer supervision of the kitchen.
4. To plan menus scientifically, serving smaller portions of food. Rice and macaroni suggested as substitutes for potatoes, and fish for meat when practical. Whole wheat, rye and corn bread to be used, when possible, in place of white bread. No unseasonable fruits or vegetables to be purchased.
5. To preserve at least one dozen jars of fruits and one dozen jars of vegetables during the season.
6. To be as careful as possible in purchasing clothes, and to avoid clothes fads and constant changes in fashions.

The purpose of this pledge is to save food for our allies and to conserve our national resources.

Name, _____

Permanent Address, _____

The Baltimore and Ohio Employes Magazine. _____

Sign and send to Herbert C. Hoover, Food Director, 18th and F Streets, N. W., Washington, D. C.



SPECIAL MERIT ROLL

Staten Island Division

On the night of June 14 a Ford car was stolen from Joseph Gurlick & Son, florists, of Hoboken, N. J.

At about 2.00 a. m. this automobile drew up to our Tompkinsville freight yard and the occupants stole a reel of copper wire, valued at $1,000, from the freight shed.

The East Shore Drill, in charge of conductor B. H. Bardes, was working in Tompkinsville yard and saw the automobile stuck in the mud in the yard. Mr. Bardes and trainman R. Boerum walked over to the car and saw a reel of copper wire in the machine. They thought this suspicious. Mr. Bardes then went to the Freight Station to notify the police officials, while Mr. Boerum engaged the men in conversation.

The occupants of the car became suspicious; unloaded the reel of copper wire, and made their get-a-way.

Conductor Bardes, notified the Police Department and gave them the number of the car, which they succeeded in catching while attempting to cross Carteret Ferry into New Jersey.

But for the quick action of Mr. Bardes in telephoning the police, and of Mr. Boerum in engaging the thieves in conversation, in all probability they would have escaped with the reel of copper wire.

Credit entries have been made on the records of both Mr. Bardes and Mr. Boerum.

Captain E. G. Clarke, of the tug "Cowen," discovered a fire on Coal Pier L, St. George, on the afternoon of June 5. The "Cowen" played a stream of water on the fire and soon extinguished it. Captain Clarke is commended for his keen observation and prompt action.

On June 3 a car on track 18, St. George Yard, was discovered to be afire by A. J. Volpi, assistant yardmaster. Mr. Volpi, assisted by patrolman W. Lemmer, threw several pails of water on the fire and extinguished it. Both are commended for their prompt action.

Philadelphia Division

On May 15 engineer J. A. Ward, while passing Bradshaw early in the morning, discovered that the waiting shed was afire. He brought his train to a stop, sent out flag and extinguished the flames before they had done much damage. A credit entry has been placed on his service record.

Baltimore Division

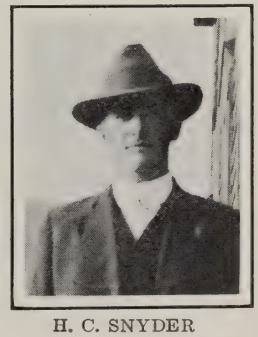
While train No. 91 was passing Dorsey, Md., on June 12, foreman J. A. Selvey discovered a defective condition of equipment on one of the cars. He could not stop the train but notified the agent at Jessups, who flagged it and had the condition corrected.

Cumberland Division

On the morning of June 15 conductor J. P. Kearns found evidence of a defective condition on a preceding train near 76 Fill, on the Cheat River grade. Mr. Kearns telephoned news of his discovery and extra east 7204, then at M. & K. Junction, was examined and a defective condition found on one of the cars, which was set off for repairs. A credit entry has been placed upon Mr. Kearns' record.

On June 13 brakeman R. P. Thompson, with extra 7211, discovered a defective condition on our car 124749, at Terra Alta. A credit entry has been placed on his service record.

On April 18 section foreman H. C. Snyder, of Great Cacapon, discovered a defective condition on a car in train of engine 4838. He stopped the train and assisted the conductor to back the car on a siding.



H. C. SNYDER

Wheeling Division

Fireman H. M. Stewart, with extra east 4019 recently discovered a defective track condition and immediately notified engineer Griffith, who made arrangements to flag approaching trains. Both gentlemen have been commended.

On June 2 Mr. Thomas Carvo, of Hastings, W. Va., discovered a defect on car passing through Jacksonburg in train of extra 2224. He immediately had the train stopped.

On June 1 John Stelle discovered a defective condition in track west of Jacksonburg, and immediately reported it to section foreman. He has been commended.

Cleveland Division

On June 2 brakeman H. C. Haines discovered a defective condition on a car in train of engine 4190, at Grafton, Ohio. He reported the matter to the conductor and the car was set off.

While working on engine 337 in Dover Yard on May 2 conductor M. Reidy and brakeman A. E. Ross discovered some of the ties in River Bridge afire. They extinguished the fire before any damage was done.

While at Freeport on May 29 pumper S. W. Nash called Piedmont on the telephone and reported that he had discovered evidence of a defect in a train that had passed. Upon receiving this information conductor Hicks, of extra 4190, made an inspection of his train and discovered a defective condition on one of the cars. The car was set off at Dover.

On May 24 conductor B. S. Willmot had a large shipment of fresh meat for Medina, O., which would have been delayed for some hours because of an accident to a preceding train had he not notified the dispatcher's office and suggested that he be given permission to take the meat to Medina. He has been commended by the superintendent and has also received a letter of thanks from The G. H. Hammond Co., of Chicago, the shippers.

Special Service Rendered by Cumberland Division Operators During Month of May

Date	Name	Location	Irregularity Noted
May 2	E. H. Gross	Okonoko	Equipment.
May 2	E. H. Gross	Okonoko	"
May 3	R. L. Sebold	Oakland	"
May 4	H. R. Hood	Sleepy Creek	"
May 6	J. L. Schroder	Martinsburg	Shifted load.
May 6	B. Moser	Little Cacapon	Equipment.
May 7	C. H. Lovenstine	Piedmont	"
May 8	A. C. Hardy	Okonoko	"
May 8	B. Moser	Little Cacapon	"
May 9	J. L. Schroder	Martinsburg	"
May 12	C. C. McAtee	Great Cacapon	Defective track condition.
May 12	S. E. Schroder	Hancock	Equipment.
May 13	J. L. Schroder	Martinsburg	"
May 15	V. D. Twigg	Green Spring	"
May 16	V. D. Twigg	Green Spring	"
May 16	E. H. Gross	Okonoko	"
May 17	J. R. Murphy	Oakland	"
May 19	J. L. Schroder	Martinsburg	Shifted load.
May 20	J. L. Schroder	Martinsburg	Equipment.
May 21	B. Moser	Little Cacapon	"
May 25	R. T. McKenzie	Strickers	"
May 30	J. L. Schroder	Martinsburg	"
May 31	J. L. Schroder	Martinsburg	"
May 31	B. Moser	Okonoko	"
May 31	V. D. Twigg	Green Spring	"

C. F. BAILIE, our agent at Owaneca, Ill., on the Illinois Division, recently saved the life of Nellie Watkins, the two year old daughter of Mr. and Mrs. Jacob Watkins, of that place.

Mr. Bailie saw the child on the track near our station, directly in front of extra west No. 100. He rushed to her aid, picked her up and fell backward with her in his arms, the locomotive missing striking them by a hair's breadth.

Mr. Bailie is most highly commended for his gallant action.

Connellsville Division

Superintendent Broughton has written to chief of police J. H. Horner, of Ferndale Borough, Pa., thanking him for removing an obstruction from our tracks near Stony Creek on April 23. A lady who notified Mr. Horner of the obstruction also has our hearty thanks.

Pittsburgh Division

Foreman Felix Murdolo recently discovered a defective track condition west of Broad Ford. He placed a flagman to protect the track and made repairs in time for train No. 16, which was due in ten minutes, to go through without delay. He is highly commended.

While a freight train was passing Point Mills recently Miss C. C. Ward noticed that the doors of a gondola loaded with coal were open and that the coal was dropping out. She at once notified the crew.

Operator F. S. Zeigler recently noticed a defective condition on an engine passing Bakerstown Tower. He notified the engineer. He is commended.

Glenwood Shops

On May 23 H. J. Meinert, foreman at Millvale, noticed a passing freight car to be in a defective condition, which allowed its loading of coal to leak out. He notified New Castle Junction, where repairs were made. He is commended.

New Castle Division

Mr. John E. Whitstone, of Niles, O., while on his way to work recently, noticed a defective track condition on the Old Main Line near his home, which he immediately reported and protected until it could be repaired. Mr. Whitstone will be remembered by many, he having been employed at DeForest Junction by this Company for some years and was a faithful employe.

On June 5 F. L. Milburn, operator at OD Tower, Lodi, noticed a defective condition on car in train of extra east 4090, which he promptly reported. It was reported to the crew at the next telegrapn office, and corrected. A credit entry has been placed on his service record.

On June 5 O. B. Shannon, agent at Creston, O., noticed a defective condition on train No. 13, which he reported, and which was corrected at the next telegraph station. A credit entry has been placed on his service record.

Conductor W. A. Cavany, in charge of local east, while at Greenwich on June 5, noticed a defective condition on a car in train of second 94. He at once reported to the dispatcher, and the condition was corrected at the next telegraph office. A credit entry has been placed on his service record.

Chicago Division

While going to work on May 31 operator F. M. Thornton, working at St. Joe, Ind., discovered a defective condition of signal equipment. He corrected it and has been commended.

On June 12, as train No. 8 started to pull out of North Baltimore on the eastbound track and train No. 97 was approaching on the westbound main track at high speed, the seven year old daughter of M. Roberts, owner of a drug store at North Baltimore, O., attempted to cross the tracks, directly in fromt of No. 97, which she failed to notice. Crossing watchman Charles Ramsey, at great risk of losing his own life, pulled the child to safety. We understand

that this is not the first time that Mr. Ramsey has been instrumental in saving the lives of pedestrians, but this is the first case that has come to our attention. Superintendent Jackson has written to Mr. Ramsey, congratulating him on his gallant act. We are certainly proud to know that we have such a brave and alert man at our North Baltimore crossing.

South Chicago

E. Bukowski, machinist, and John Rutkowski, air brakeman, are commended for their prompt action in discovering and extinguishing a fire on the west end of Eighty-eighth Street viaduct over our South Chicago train yard, on June 11, preventing possible serious damage.

Troop Trains Handled over the Baltimore and Ohio

July 1, 1916, to July 1, 1917

DIVISION	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	TOTAL
Philadelphia...	23	..	6	..	1	2	..	..	18	8	5	7	70
Baltimore....	41	..	12	3	4	5	..	3	39	6	9	18	140
Cumberland...	24	..	9	3	2	3	..	1	4	8	3	13	70
Connellsville..	9	..	4	1	..	..	..	..	..	6	1	..	21
Pittsburgh....	7	..	2	1	..	..	2	..	..	4	2	0	18
New Castle...	2	..	1	..	..	..	..	..	1	2	2	1	9
Chicago.....	10	7	..	..	..	..	1	1	2	3	3	2	29
Monongah....	23	..	2	3	..	2	..	3	3	1	..	3	40
Ohio River...	..	..	..	..	..	..	..	..	1	2	..	..	3
Wheeling.....	..	..	..	..	..	..	..	..	..	..	1	2	3
Newark.....	2	2	3	..	1	..	2	2	1	3	5	7	28
Cleveland....	..	..	..	..	..	..	..	..	2	1	..	1	4
Ohio.....	31	4	7	4	3	4	..	3	4	4	6	13	83
Indiana.....	27	3	3	4	3	2	2	2	1	3	8	13	71
Illinois.....	21	3	2	4	..	2	1	..	..	3	8	11	55
Total.....	220	19	51	23	14	20	8	15	76	54	53	91	644



AMONG OURSELVES

Baltimore and Ohio Building

General Superintendent Motive Power's Office

Correspondent, G. F. Patten

E. B. Green, formerly file clerk in this office, is now employed as an electric welder at Mount Clare shops. We wish him success in his new field.

J. M. Crac aft, alias "Jimmie," formerly assistant chie. clerk in the district superintendent of motive power's office at Wheeling, has succeeded Mr. Green, and from what "Jimmie" says the filing system of this office will be as complete as a telephone system. We wish you success, "Jimmie."

The earnest efforts of Doctor Parlett, chief of the Welfare Bureau, to organize a Building Baseball League, have created much enthusiasm among the boys of this office. On the day that it was decided to have a team to represent this department sufficient funds were donated to purchase uniforms and equipment. We desire to thank, through the Magazine, those contributing, for their hearty cooperation. The team will consist of the following players: G. F. Patten, B. C. Tracey, M. J. Waters, F. J. Mueller, E. W. Powers, E. W. Lannon, L. W. Fowler, E. H. Freeman, W. T. Fritzges, D. H. Hicks, J. D. Dobson, J. F. Ball and T. E. Grindell; W. M. Clardy will act as umpire.

The team will be handled by Captain Freeman and managed by G. F. Patten, with W. H. Gordon, Sr., as "Grand Advisor."

R. E. Buchannan, secretary to the superintendent of the Passenger Car Department, has taken unto himself a wife, a young woman formerly of Reading, Pa.

Auditor Coal and Coke Receipts' Office

Correspondent, John Limpert

W. D. White and H. M. Van Buskirk, both of this office, have joined Battery A, Maryland Field Artillery. They have been in training for some time and expect to be mustered in about July 25. Good luck, boys.

In response to the circular dated May 31, outlining the terms upon which Liberty Bonds could be purchased by employes, nineteen of our clerks stepped out and had their names placed on the "Roll of Honor." Many others have purchased bonds through other sources.

Just as we thought. That bunch of ball players representing the single men of this office failed to appear for the annual game on Decoration Day, and, as a result, the married men, by reason of having the largest number of players ready to take the field, claim the game, and this year's championship, by forfeit. Of course, we do not say that the bachelors got cold feet, but the circumstances seem a bit shady.

Auditor Passenger Receipts' Office

Correspondent, George Eichner

Stopping work at 1.00 p. m. on Saturday, May 19, on the eleventh floor of the Baltimore and Ohio Building, and resuming activities

at 8.30 a. m. on Monday, May 21, on the eleventh floor of the Lexington Street Building, is the experience of one hundred and twenty-four clerks of the auditor of passenger receipts' office, which outgrew its space in the Baltimore and Ohio Building. The feat of transferring the office equipment in such a short time shows what may be accomplished by efficient organization.

Another clerk has heeded the call to the colors and as a result J. Frank McMahon is wearing navy blue, having joined the Maryland Naval Militia. Another fellow clerk, E. J. Cook, is waiting to be called. He is a member of the Hospital Corps of the First Regiment.

Former clerk G. J. Burns paid us a visit recently, while on a leave of absence. He is wearing the insignia of a second class yeoman, United States Navy.

Miss Arno Rogers, daughter of Andrew Rogers of this office, has arrived safely in France. Miss Rogers was a nurse at Johns Hopkins Hospital and when volunteers were called for service in France she enlisted in the Hopkins unit.

In response to the appeal for vacationists to cooperate in the cause of "Food Preparedness," Robert Machin of this office spent his vacation working on the big farm of Mr. Thomas Pattison, near Savage, Md.

Fighting the fruit tree enemy, "the scale," feeding live stock and assisting in the preparation of the fields for great crops of corn and potatoes were part of his activities.

Our farmer-clerk remembered his associates by sending them some eggs and honey, and returned feeling the better for the hard work and early hours which farm life demands.

Auditor Freight Claims' Office

Correspondent, H. Irving Martin

Our good friend and former ball player, "Billy" Sunday, says that it is good for one's nerves to attend a ball game. Those of us who have seen the lightning transformation of a mass of somnolent bleacherites into an army of howling maniacs might answer—"That just depends."

It is the element of uncertainty and the possible quickening of heart action that makes the game so interesting to the baseball fan.

Some of the games between the Freight Claim Department team and other teams of the Industrial League of Baltimore have been marked by hair-raising episodes calculated to bring all the rooters to their feet.

The sensational fielding of Fink, Brubaker and Ittner in the game with the Standard Oil team on June 2, saved the day for the Freight Claim Department.

The Freight Claim Department team recently became a member of the Industrial League of Baltimore, and at this writing leads the league.

Recent games in this organization have resulted in the following victories for the Claim analysts: May 19 with Carr-Lowry Glass Company, score 13-5; May 26 with Davison Chemical Company, score 7-6; June 2 with Standard Oil Company, score 6-5; June 9 with Carr-Lowry Glass Company, score 7-2.

One defeat is recorded, the game with the Standard Oil team on May 12.



THE FAMILY OF J. F. GRIMAGE, PORTER IN THE OFFICE OF VICE PRESIDENT J. M. DAVIS

We realize that what "Billy" Sunday meant about nerves was that it did anyone good to get away from business routine and get in touch with clean, manly sport.

Others from the Freight Claim Department who have volunteered to serve their country on land or sea, are: F. W. Klos and F. J. Tawney, in the Fifth Maryland Regiment; R. B. Walker, in the Officers' Training Camp at Fort Myer; R. P. Battee, in the Marine Corps; Archie A. Pope in the Navy Hospital Service, at Newport, R. I., and L. G. Egan, in the Norfolk Navy Yard.

May all of our boys give a good account of themselves and return with many honors and medals.

Relief Department

Correspondent, W. H. Ball, *Secretary to Superintendent*

On May 1 the late Dr. Joseph F. Tearney voluntarily retired as chief medical examiner of the Relief Department, because of ill-health.

Effective the same date, Dr. E. V. Milholland, of Baltimore, was promoted to succeed him as chief medical examiner.

W. J. Dudley, formerly special accountant, was appointed assistant superintendent of the Relief Department, in charge of the Relief and Pension Features.

Dr. R. D. Sykes, formerly medical examiner at Cleveland, was promoted to the position of assistant chief medical examiner.

W. M. Kennedy is the assistant superintendent of the Relief Department in charge of the Savings Feature.

General Offices

The accompanying picture is of Charles M. Heany, superintendent of our big headquarters building.

Mr. Heany entered the service as an elevator machinist in the Building on September 10, 1906. He was promoted to engineer in charge on June 1, 1909, to chief engineer on March 1, 1913, and to superintendent of building on September 1, 1916.



CHARLES M. HEANY

Superintendent of the Baltimore and Ohio Building

New York Terminal

Correspondent, Fred B. Kohler, *Clerk*
Pier 22

Divisional Safety Committee

W. B. Biggs.....Chairman, Assistant Terminal Agent
A. L. Michelson.....Terminal Cashier
J. J. Bayer.....Freight Agent, Pier 22, N. R.
J. T. Gorman.....Freight Agent, Pier 21, E. R.
T. Kavanaugh.....Freight Agent, 26th Street
T. F. Gorman.....Freight Agent, Pier 7, N. R.
M. F. Steinberger....Freight Agent, St. George Lighterage
C. E. Floom.....Freight Agent, St. George Transfer
E. J. Kehoe.....Freight Agent, Pier 4, Wallabout

Marine Department Members

Permanent

E. A. English.....Marine Supervisor, Chairman
E. J. Kelly....Assistant Marine Supervisor, Vice-Chairman
E. Salisbury.....Lighterage Supervisor

Rotating Members (appointed for three months)

C. H. Kearney.....Tugboat Captain
W. Cornell.....Tugboat Engineer
W. Meade.....Tugboat Fireman
M. Y. Groff.....Lighterage Runner
E. Sodeberg.....Barge Captain
Otto Olsen.....Gas Hoist Captain
H. Peterson.....Steam Hoist Captain
J. Hall.....Steam Hoist Engineer
Walter Kelly.....Deckhand

The employes of the New York Terminal have organized a social, athletic, and welfare association to be called the New York Terminal Association. At a meeting held at Pier 22, on June 7, the following officers were elected: president, Adam Scheck; vice-president, J. Hamilton; secretary, J. W. Olson, and treasurer, F. W. Nelson.

It is the desire of this organization to promote and foster good fellowship among our employes, with a view to taking part in the various branches of athletics as approved by the management and during the winter months to provide social and educational features.

We extend to all employes our heartiest invitation to attend all meetings.

We are at present endeavoring to form a baseball team, with a view to competing for the prizes offered by the management for the championship club.

Staten Island Rapid Transit Railway Company

Correspondent, F. G. Nodocker, *Superintendent's Office*, St. George

Divisional Safety Committee

H. R. Hanlin.....Chairman, Superintendent
B. F. Kelly.....Vice-Chairman, Trainmaster
S. A. Turvey....Secretary, Trainmaster's and Marine Clerk
H. W. Ordeman.....Division Engineer
W. A. Deems.....Master Mechanic
A. Conley.....Road Foreman of Engines
Dr. DeRevere.....Medical Examiner
J. B. Sharp.....Agent, St. George Coal Piers
F. W. Nolan.....Agent, St. George Transfer
P. A. Witherspoon.....Track Supervisor
W. L. Dryden.....Signal Supervisor
J. F. McGowan.....Division Operator
W. E. Connell.....Supervisor of Crossing Watchmen
F. Peterson.....Division Agent
R. F. Farlow.....Master Carpenter

Rotating Members

J. P. Miller.....Towerman
T. F. Brennen.....Conductor
G. McKinnon.....Machinist
Harry Barry.....Foreman Painter
A. L. Cummiskey.....Car Inspector
Alvin Rauscher.....Transitman
G. Hartman.....Engineer
A. Nichols.....Fireman
Joseph McDonald.....Signal Repairman
H. Owens.....Trainman
B. F. Winant.....Agent, Port Richmond
G. B. Stansbury....Investigator, Representing Track Dep't

It has been noted that a certain individual from Pier No. 6, St. George, has been spending his Sunday evenings at South Beach. It is rumored that he is still "looking for his mother."

What's the matter with the "Black Diamond" ball team?

On June 9 P. V. Flannery, freight agent at Port Ivory, sailed forth on the sea of matrimony. He spent his honeymoon at Niagara Falls.

The accompanying picture is of John J. Langford, chief yard clerk at St. George. "Jack" entered the service on December 24, 1911, and has worked his way up from messenger to his present position.



CHIEF YARD CLERK JOHN J. LANGFORD



A ST. GEORGE QUARTETTE

The accompanying picture was taken in front of Pier 6, St. George. Reading from left to right, those in it are: R. Guth, secretary to trainmaster; A. J. Conley, road foreman of engines; H. Libsey, patrolman, and S. A. Turvey, marine and trainmaster's clerk.

The following ladies have been added to the superintendent's office force at Pier 6, St. George: Mrs. Kathryn Purcell, Miss Bessie Gaynor, stenographers, and Miss Gladys McAndrews, file clerk.

On June 1 Frank Peterson, division agent, was promoted to chief clerk to general traffic agent, at 295 Broadway. Erich Decker, traveling auditor, succeeds Mr. Peterson.

The Staten Island Railroad Club

At the regular business meeting on June 4, the following committees were appointed:

House Committee: C. A. Wilson, chairman; Chester Ball, Irving Titus, G. J. Goolic, F. Dolan, J. Kahn, R. E. Guth.

Press Committee: F. G. Nodocker, chairman; B. A. Campbell, S. A. Turvey.

Entertainment Committee: H. W. Ordeman, chairman; B. F. Kelly, H. W. Bowen.

Ladies' Committee (to serve for three months): Mrs. H. R. Hanlin, chairman; Mrs. Joseph S. Fabregas, Mrs. C. E. Floom.

The initiation fee of $2.00 was suspended indefinitely.

The basement of the club house will be converted into a gymnasium.

Philadelphia Division

Correspondent, J. C. Richardson, *Chief Clerk*

Divisional Safety Committee

R. B. White.....Chairman, Superintendent
W. T. R. Hoddinott.....Vice Chairman, Trainmaster
G. F. Eberly.....Division Engineer
J. P. Hines.....Master Mechanic
H. K. Hartman.....Chief Train Dispatcher
J. E. Sentman.....Road Foreman of Engines
F. J. Young.....Captain of Police
T. B. Franklin.....Terminal Agent

F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
B. S. Daniels.....Road Engineer
Hood Simpson.....Road Fireman
W. T. Marvel.....Road Conductor
J. C. Williams.....Yard Conductor
W. A. Tangye.....Coppersmith, Shopman
Edward Marker.....Car Builder, Repair Yardman
R. C. Acton.....Secretary

Effective June 20 R. B. White was appointed superintendent of the Philadelphia Division, vice S. T. Cantrell, granted leave of absence.

Will any of our employes who know the address of Mrs. Charles F. Knapp, formerly of 804 Cornplanter Avenue, please communicate with the Philadelphia Division correspondent?

R. T. Bartlett was appointed freight and ticket agent at Joppa, Md., on May 22.

R. F. Trump, agent and yardmaster at Pier 62, Philadelphia, left the service of the Company on June 15, to engage in private business.

W. J. Hallahan, who has been chief clerk at Pier 62 for some years, has been appointed freight agent and yardmaster at that point.

I. E. White, for the past year agent at Collingdale, Pa., enlisted in the United States Army on June 1.

Five hundred employes participated in a flag raising ceremony at the East Side locomotive repair shop on May 12. Mr. Cantrell made an address and as the flag was raised the Employes' Band played the "Star Spangled Banner" and a company of National Guardsmen fired a salute.

Freight roundhouse foreman A. H. Hodges has been transferred to New Castle Junction as general foreman. He is succeeded by George R. Foster, transferred from Riverside. Good luck to both gentlemen!

A number of the East Side shop boys have made application for enlistment in the Ninth Engineers Reserve Regiment, for service in France.

Machinist William Tisdale was recently promoted to the position of machine shop foreman. He has been complimented by the Divisional officers on the fine condition of his shop.

G. G. Hook has been transferred to Benwood. We were sorry to see him leave us, but wish him success in his new work.

A new inspection pit has been placed in service at East Side. This improvement will greatly facilitate the movement of power.

The next time foreman Dunn visits Kentucky he will return with a smile that won't come off. We understand that his bride will return with him.

Since piecework has been started on the fire track our efficient hostler foreman, Frank Menna, has handled it very successfully. There has been a marked decrease in the cost of handling engines.

K. R. Henthorne has been transferred from Baltimore as night roundhouse foreman, vice E. H. Pettit, transferred to the day turn. He is doing good work.

Eight women have been employed at East Side. They clean the shop, and their work has been satisfactory.

The stork has visited the homes of foreman J. H. Darby and machinist C. P. Steen.

Hostler W. Ballentine has been promoted to engineer. He was an efficient hostler and we don't like to lose him, but we are glad to see him advance.

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office*, Camden Station

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
R. A. Grammes....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Washington
C. H. Winslow.....Secretary, Brunswick



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RELIEF DEPARTMENT

DR. E. H. MATHERS.....Medical Examiner, Camden Station
DR. J. A. ROBB.....Medical Examiner, Washington
DR. J. F. WARD.....Medical Examiner, Winchester, Va.

TRANSPORTATION DEPARTMENT

S. A. JORDAN.....Assistant Superintendent, Brunswick, Md.
C. A. MEWSHAW.....Trainmaster, Camden Station
E. E. HURLOCK.....Division Operator, Camden Station
E. C. SHIPLEY.....Road Foreman of Engines, Riverside
J. J. McCABE.Trainmaster and Road Foreman, Harrisonburg
W. T. MOORE.....Agent, Locust Point
D. M. FISHER.....Agent, Washington
W. E. SHANNON.....Agent, Brunswick, Md.
W. E. NEILSON.....Agent, Camden Station
C. C. BASTAIN.....Freight Conductor, Riverside
W. F. MOODY.....Freight Engineer, Riverside
J. B. McGOVERN.....Freight Fireman, Riverside
H. B. BOHANON.....Yard Conductor, Mount Clare
R. B. BANKS.....Divisional Claim Agent, Baltimore, Md.
J. M. POWELL.....Captain of Police, Camden Station

MAINTENANCE OF WAY DEPARTMENT

H. M. CHURCH.....Division Engineer, Camden Station
S. C. TANNER.....Master Carpenter, Camden Station
C. A. THOMPSON.....Signal Supervisor, Camden Station
J. FLANAGAN.....General Foreman, Locust Point
L. C. BOWERS.....Supervisor, Camden Station
E. D. CALVERT.....Supervisor, Winchester, Va.
W. E. POOLE.....Section Foreman, Gaithers, Md.
J. M. GROSS.....Carpenter Foreman, Staunton, Va.
E. C. HOBBS.....Signal Repairman, Gaithers, Md.

MOTIVE POWER DEPARTMENT

T. F. PERKINSON.....Master Mechanic, Riverside
G. B. WILLIAMSON.....General Car Foreman, Riverside
T. O'LEARY.....Car Foreman, Washington
H. S. ELY.....Clerk to Car Foreman, Camden Station
G. N. HAMMOND.....Material Distributer, Locust Point
F. C. SCHORNDORFER.....General Foreman, Brunswick, Md.
G. B. DINGES.....Clerk to Car Foreman, Brunswick, Md.
C. F. SERP.....Machinist Apprentice, Riverside, Md.

Effective April 23 J. J. Swartzback was appointed terminal trainmaster of the Baltimore Terminals.

An event worthy of more than passing notice was staged at Brunswick on June 9, when the employes of the eastbound yard flung "Old Glory" to the breeze at the eastbound freight hump. An eighty-five foot staff had been erected, and the flag measured twenty-two by twelve feet. The banner cost the patriotic employes nearly half a hundred dollars, and was purchased by voluntary contribution.

Yardmaster C. W. Suter had general supervision of the plans for the flag raising, and, with the able assistance of his corps of clerks, carried it through in fine style. The Brunswick I. O. O. F. Band, which is made up of railroad employes, played a number of selections during the ceremony, and also on the special train that was run from the station to the hump to carry the speakers and the folks who wished to witness the event.

While the band played the "Star Spangled Banner," the flag was raised to the top of the staff. As the breeze caught the folded flag and spread it in a blaze of beauty against a dark background of clouds, a white dove, in the midst of hundreds of tiny flags, spread its wings and flew away.

Secretary E. K. Smith of the Baltimore and Ohio Y. M. C. A. presided and introduced the speakers. Short addresses were delivered by the following: Z. T. Brantner, of Martinsburg, formerly of Brunswick; the Rev. H. C. Erdman, of Burkittsville; assistant superintendent S. A. Jordan; J. T. Martin, mayor of Brunswick; Dr. H. S. Hedges, the Rev. E. E. Burgess, the Rev. J. T. Hart, and the Rev. G. W. Whiteside, all of Brunswick. Superintendent C. B. Gorsuch, of the Baltimore Division, and Leo Weinberg, of Frederick, who had been invited to speak, sent letters of regret.

The ceremony was cut short by a light shower that began just as the Rev. Whiteside began speaking and which sent the audience scuttling to the waiting coaches.



SCHOOL CHILDREN WHO GATHERED IN FRONT OF MOUNT ROYAL STATION TO SING PATRIOTIC SONGS ON THE OCCASION OF MARSHAL JOFFRE'S VISIT TO BALTIMORE

Riverside Baltimore and Ohio Y. M. C. A.

The Ladies' Auxiliary of the Riverside "Y" held a very successful block carnival on East Randall Street late in June.

Secretary Stacy recently made a trip to Philadelphia, where he held a meeting with the men at East Side roundhouse. He then visited the quarters of the Ninth Engineer Reserve Regiment, finding Captain J. McDonough, formerly assistant superintendent of shops at Mount Clare, Lieutenant A. G. Moler, formerly machinist at the same place, and private J. J. Stevens, formerly of the Philadelphia Division and private "Jack" Byron, formerly of Riverside shops, in the pink of condition. Mr. Stacy, who is a veteran of the Spanish-American war, speaks most highly of the discipline and soldierly bearing of the members of the regiment, most of whom have had no previous military training.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. WINSLOW.....Chairman, Secretary, Y. M. C. A.
DR. P. H. STELTZ.....Medical Examiner, Sanitary Inspector

MOTIVE POWER DEPARTMENT

G. W. KIEHM.....Air Brake Supervisor
W. M. GRANT.....Boiler Foreman
H. A. BRIGHT.....Gang Leader
C. J. AYERS.....Gang Leader
A. F. KREGLOW.....Storekeeper
T. E. CROSON.....Yard Engine Dispatcher
N. TIPPET.....Foreman, Car Shop
H. A. BAREFIELD.....Assistant Foreman
A. A. PACE.....Foreman, Station
G. F. MERGELL.....Foreman of Electricians
J. J. DESMOND.....Gang Leader
G. VALENTINE.....Yard Engine Dispatcher
B. HOWARD.....Assistant Foreman
R. HEINDRICH.....Foreman, Station

TRANSPORTATION DEPARTMENT

J. MCCAULEY.....Assistant Yardmaster
L. T. KEANE.....Conductor
E. M. FARMER.....Conductor

MAINTENANCE OF WAY DEPARTMENT

W. M. CARDWELL.....Master Carpenter
F. W. HODGES.....Foreman, Carpenter Shop
H. L. BELL.....Foreman, Carpenter Shop
A. M. BRADY.....Track Foreman
J. T. UMBAUGH.....Track Foreman
P. C. RICHMAN.....Signal Maintainer
H. R. CALLAHAN.....Signal Foreman

The Ninth Annual Meeting of the Terminal Railroad Department, Young Men's Christian Association, was held on June 27, at 8 p. m. The principal address of the evening was given by Mr. C. V. Hibbard, of New York, who was with the Japanese troops in Manchuria during the Russo-Japanese war. Soon after the beginning of the European War he was made Dr. J. R. Mott's representative in Europe, to extend the work for soldiers and prisoners of war in the various countries. He is now Dr. Mott's associate, with supervision of the war work of the Young Men's Christian Association.

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(Dr. Mott is general secretary of the International Committee and a member of the American Commission to Russia recently appointed by President Wilson.) Music was furnished by the Terminal R. R. Y. M. C. A. orchestra, under the direction of C. W. Guest. Vocal selections were given by the Musurgia Quartette, Mr. Harry Wheaton Howard, pianist and director; Mrs. Ethel Holtzclaw Gawler, soprano; Mrs. William T. Reed, contralto; Mr. Richard P. Backing, tenor; Mr. Earl Carbaugh, bass. There were brief reports by the officers of the association, and patriotic songs, in which the audience joined.

As we look about we are more and more convinced that the railroad man is loyal to the last. A number of our members have been called to service since June 1, among them are: Joseph Tregor, Navy; J. J. McCue, Army Medical Corps; P. J. Carr, Aviation Corps; C. M. Mark, Marine Corps. Mr. Mark was formerly employed in the office of the auditor of merchandise accounts, of the Baltimore and Ohio, at Baltimore. A number of trainmen who are in our membership desire to go to France and help run the trains there.

Terminal Company employes are displaying their loyalty in other ways. The force at the Coach Yard have a garden just outside the Administration Building and have planted various vegetables. The garden is thriving and promises to help in cutting the high cost of living for those who are doing the cultivating.

All hearts were saddened by the news of the death of Dr. P. H. Steltz, for many years medical examiner for the Terminal Company. Dr. Steltz had been in poor health for several months. He died on June 5. Funeral services were held at his late residence on June 7. They were attended by the members of the staff of the Washington Terminal Company. The body was removed to Allentown, Pennsylvania, for interment.

Congratulations are due L. C. Houser, one of our members, on the advent of a fine young lady in his home. She is hale and hearty and her mother is getting along well. Houser has not yet become accustomed to being called "Daddy."

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

This has been a month of uncertainties in railroading, as well as in all other branches of business, and Washington Freight Station has been no exception to the rule. Registration Day has come and gone and has left us in the uncertain state of not knowing how many of our fine young men who registered their names on the eventful day will be called upon to leave us for active service in the ranks of Uncle Sam's fighters for freedom and right. Between thirty-five and forty of our station employes are within the age limit and are now awaiting the call to duty. Two or three from our office force volunteered for service before June 5. John J. Laverine and Joseph P. Bailey both offered their services to the Naval Reserve, while W. Lee Santman is anxious to serve his country as a trooper in a cavalry regiment. All honor to our volunteers!

These changes have naturally created vacancies and we welcome Miss Elizabeth Tiverny and Miss L. Berman, who take the places of our future soldiers!

Sickness has again visited our force—cashier W. Y. Stillwell has fallen a victim to an attack of nervous prostration of so serious a nature that he was obliged to relinquish his duties and apply for a furlough of several months. We all hope that his rest will produce the wished for result and that he will return to us with renewed strength and vigor to again take up the work which for so many years he has done so well.

Everyone here is trying to do his or her "bit" for the boys who will be called to the front. Some of us have subscribed for Liberty Bonds, while others are working for the more material comforts of our soldier boys by joining the great Red Cross Army that is preparing warm clothing and articles of a like nature. Among those doing this work are Mrs. Fisher, wife of our freight agent, and her sister, Mrs. Hearn, Mrs. J. T. Mathews, wife of our general foreman and Mrs. W. L. Whiting, wife of our chief clerk.

Business continues good, notwithstanding the fact that the summer period is here.

Mount Clare Shops

Correspondent, W. L. MORGAN, *Secretary to Superintendent*

Divisional Safety Committee

L. FINEGAN.....Chairman, Superintendent of Shops
E. P. POOLE.....Vice Chairman, Asst. Supt. of Shops
W. L. MORGAN.....Secretary, Secretary to Supt. of Shops
J. HOWE.....General Foreman
H. A. BEAUMONT.....General Car Foreman
G. H. KAPINOS.....Supervisor of Shop Machinery and Tools
DR. F. H. DIGGES.....Assistant Medical Examiner
A. G. CAVEDO.....Machinist, Erecting Shop
W. L. CHILDS.....Boilermaker, Boiler Shop
J. R. FROTHINGHAM.....Machinist, No. 1 Machine Shop
W. W. WILKESON.....Machine Operator, No. 2 Machine Shop
B. F. DOUGLASS, JR.....Pipe Fitter, Pipe and Tin Shop
W. C. DUVALL.....Coremaker, Foundries and Re-rolling Mill
L. E. BLANK.....Machine Operator, Blacksmith Shop and Flue Plant
GEORGE GROIN.....Machine Operator, Bolt and Forge Shop
L. A. HINZERBERGER.....Machine Operator, Air Brake Shop
J. J. KEOGH.....Patternmaker Apprentice, Pattern Shop
O. F. DOYLE.....Machinist, Steel Car Plant and No. 3 Machine Shop
B. F. COON.....Tender Repairman, Tender and Tender Plant Shop
P. O'BRIEN.....Machine Operator, Axle Shop and Power Plant
F. J. SOBENS.....Material Man, Freight Car Track
J. V. GUNTZ.....Car Builder, Passenger Car Erecting Shop
G. ALLENBAUGH.....Upholsterer, Upholstering, Passenger Car, Paint and Finishing Shops
W. SNYDER.....Carpenter, Saw Mill and Cabinet Shop
G. SCHUEFFLE.....Material Distributer, 1st Floor Storehouse



MOUNT CLARE DRAFTSMEN ENJOYING AN OUTING ON MIDDLE RIVER

The picture on page 58 shows the "live" ones of the drawing office at Mount Clare, on the occasion of their recent outing at Edward Stier's summer residence, Middle River, on June 16. The boys all had *some* time and Mr. Stier does not think that the necessary resulting repairs to the building will cost much.

Colonel Peach, C. J. Weber, C. T. Rommel, A. C. Hensen and "Uncle Dick" Godman were also present at the outing, but as is well known, the camera cannot stand too much. Hence, the non-appearance of their faces in the picture.

Twelve of the twenty Mount Clare men whose applications were considered for enlistment in the Ninth Regiment of the Engineer Reserve Corps, to be assigned to railroad work in France, were accepted, and they are now in training in Philadelphia, preparatory to going to France. There were about fifty men at this shop who wanted to go, but there were not enough vacancies for that number. J. McDonough, formerly assistant superintendent of shops, received a commission as captain in this regiment, and left Mount Clare early in June, to take up this new duty. The regiment of railroad men are doing well in training and are rapidly learning the ins and outs of the military game.

On June 8 the Mount Clare Band gave a concert, entertainment and dance at Hazazer's Hall. The affair was well handled, and was much enjoyed by those present. Dancing was indulged in until a late hour.

On June 16, on the storehouse platform at Mount Clare, a meeting was held in the interest of the Liberty Loan. The meeting was addressed by Mr. Towers, chairman of the Public Service Commission of Maryland and by Dr. W. W. Wood, representative of our president, Mr. Willard. Both talks were interesting and greatly enjoyed by the men, who have shown their patriotic spirit by a large contribution to the Liberty Loan.

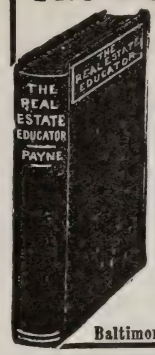
Effective June 18 E. P. Poole, formerly supervisor of tool equipment and piecework for the System, was appointed assistant superintendent of shops at Mount Clare, vice J. McDonough, furloughed for military duty. We are all glad to see Mr. Poole get this well deserved promotion.

R. M. Hesser has been appointed general piecework inspector at Mount Clare, vice C. C. Brown, resigned. Mr. Hesser was formerly assistant general piecework inspector and his creditable work has won him this well deserved promotion.

The fifth annual exercises of the Mount Clare Apprentice School, which takes care of both the Riverside and Mount Clare apprentices, were held under the auspices of the Apprentice Association on June 15, at the Gracchur Club Rooms, formerly the West Branch Y. M. C. A. At this gathering the

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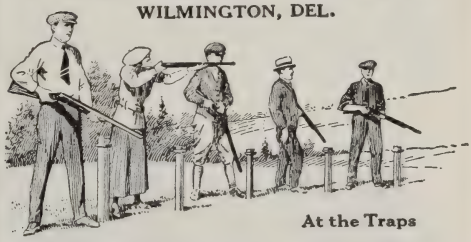
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prizes, three in number, are given to those who have proved themselves to be most proficient in both shop and class room work. The first prize is a twenty dollar gold piece, the second a set of machinist's tools, and the third Forney's Catechism and one year's subscription to the *Railway Mechanical Engineer*. The prize winners were as follows: first, Charles F. Serp; second, E. B. Binns, and third, C. B. Bosien. Other boys whose work was of a very high order and who were given special mention were N. A. Emmerich, Walter Dugan and C. L. McKenzie. Others were given honorable mention because of the high class work they had done. They were first class apprentices A. Ludwig, O. C. Westley, W. H. Collins, F. H. Einwachter, F. E. Morrison and J. T. Harvey; and second class apprentices E. W. Horlebein, F. A. Cardegna and J. T. Talbott.

The address of the evening was delivered by G. W. Smith, president of the Mount Clare Welfare, Pleasure and Athletic Association. He advised the apprentices to prepare themselves for the future by applying themselves to their work. The following officials were present, all of whom seemed highly gratified with the work on exhibition and the progress made by the boys: O. C. Cromwell, mechanical engineer; A. K. Galloway, general master mechanic; T. F. Perkinson, division master mechanic; J. F. Peach, chief clerk to general superintendent of motive power; J. Howe, general foreman, Mount Clare; E. P. Poole, assistant superintendent of shops, Mount Clare, and R. H. Cline, motive power inspector. Most of these men made short addresses and assisted in the awarding of the prizes. A goodly number of the boys and their friends were present at the affair, which was a most enjoyable one. Dancing followed the exercises.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
Thomas R. Rees, *Secretary to Superintendent*
W. C. Montignani, *Secretary, Y. M. C. A.*
C. L. Kalbaugh, *Chief Clerk to Master Mechanic*

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
J. W. Deneen.....Vice-Chairman, Asst. Supt., East End
T. R. Rees.....Secretary
E. P. Welshonce.....Trainmaster, West End
E. C. Groves.....Trainmaster, East End
L. J. Wilmoth.....Road Foreman, East End
M. A. Carney.....Road Foreman, West End
F. F. Hanley.....Division Engineer
T. R. Stewart.....Master Mechanic
R. B. Stout.....Assistant Master Mechanic
E. C. Drawbaugh.....Division Operator
Dr. J. A. Dorner.....Medical Examiner
Dr. F. H. D. Biser.....Medical Examiner
Dr. L. D. Norris.....Medical Examiner
G. R. Bramble.....Freight Agent
W. D. Strouse.....Joint Agent
E. E. Dean.....Car Foreman, East End
W. T. Davis.....Car Foreman, West End
F. L. Leyh.....Storekeeper
W. M. Hinkey.....Storekeeper
W. S. Harig.....Division Claim Agent
J. Z. Terrell.....Freight and Ticket Agent
I. S. Sponseller.....General Supervisor
H. D. Schmidt.....Captain of Police
F. A. Taylor.....Master Carpenter
W. L. Stevens.....Shop Clerk
W. C. Montignani..Secretary, Balto. and Ohio Y. M. C. A.
A. L. Brown....Assistant Master Mechanic, Keyser, W. Va.

Rotating Members

J. R. Reckley.....Freight Engineer
O. E. Pace.....Freight Fireman
J. W. McMackin.....Freight Conductor
H. H. Barley.....Yard Brakeman
J. G. Defibaugh.....Machinist
R. L. Fields.....Car Inspector
J. C. Snyder.....Operator

Baltimore and Ohio Athletic Association of Cumberland, Md.

President

Griffin A. McGinn.....Chief Clerk to Superintendent

Vice-Presidents

F. F. Hanley.....Division Engineer
R. B. Stout.....Master Mechanic
E. C. Drawbaugh.....Division Operator
D. H. Street.....Division Freight Agent
W. H. Linn.....General Yardmaster

Treasurer

G. R. Bramble.....Freight Agent

Secretary

T. F. Shaffer.....Chief Clerk to Division Engineer

Miss Eurith Elmira Wildesen, of Gormania, W. Va., and Harley Otis Beckman, assistant secretary of the Cumberland Baltimore and Ohio Y. M. C. A., were married in Gormania on June 21. The Reverend Frank Brooke performed the ceremony, which took place out-of-doors.

Keyser

V. A. Lyons, night ticket clerk, has been transferred to Deer Park Hotel for the summer. Louis D. Long succeeds him at Keyser.

Martinsburg Shops

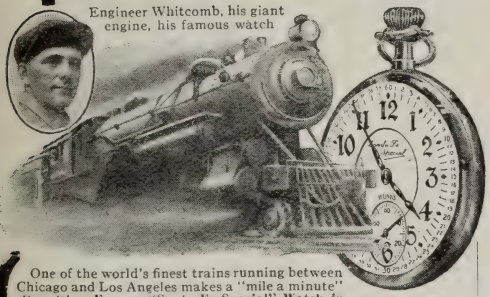
Correspondent, W. L. Stephens

Blacksmith's helper John C. Wolford is the proud father of a fine baby boy. Blacksmith Berry says John is as tickled as a dog with two tails. Just how joyful that is you will have to guess.

George W. Dalwick, a native of Martinsburg, recently died at his home on Water Street, at the age of sixty-three years. Mr. Dalwick served the Baltimore and Ohio for many years as a blacksmith, working in the shop here when Martinsburg was a Divisional Terminal. At the removal to Brunswick he went to work there and followed his trade until several years ago failing health compelled his retirement. After this retirement he came to his native city to live.

Mr. Dalwick was a man of upright character who was held in high regard by all who knew him. He was a member of the Masonic and Pythian fraternities, and these brotherhoods and a host of friends mourn his loss. The

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The Home of the Great Santa Fe R. R.

funeral services were held at his late home. The service was conducted by Dr. H. P. Hammill, pastor of Trinity M. E. Church, South, of which Mr. Dalwick was a member.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*, Grafton
R. F. HANEY, *Conductor*, Weston
C. F. SCHRODER, *Operator*, Grafton
J. LYNCH, *Car Inspector*, Fairmont

Divisional Safety Committee

J. M. SCOTT.....Chairman, Superintendent, Grafton, W. Va.
J. A. ANDERSON.....Master Mechanic, Grafton, W. Va.
W. I. ROWLAND.....Road Foreman, Grafton, W. Va.
J. F. EBERLY.....Division Engineer, Grafton, W. Va.
H. L. MILLER.....Car Foreman, Grafton, W. Va.
J. O. MARTIN.....Division Claim Agent, Clarksburg, W. Va.
DR. C. A. SINSEL.....Medical Examiner, Grafton, W. Va.
P. B. PHINNEY.....Agent, Grafton, W. Va.
J. D. ANTHONY.....Agent, Fairmont, W. Va.
S. H. WELLS.....Agent, Clarksburg, W. Va.
R. L. SCHILL.....Agent, Weston, W. Va.
E. J. HOOVER.....Agent, Buckhannon, W. Va.
F. W. TUTT.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.

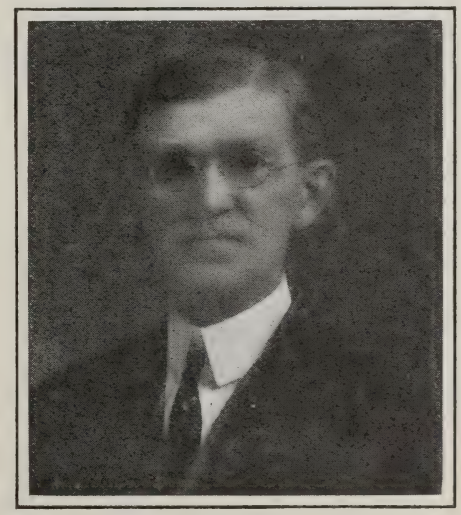
ROTATING MEMBERS

L. W. GRAPES.....Fireman, Fairmont, W. Va.
D. R. RIDENOUR.....Machinist, Grafton, W. Va.
J. PICKENS.....Brakeman, Grafton, W. Va.
A. L. LUNSFORD.....Engineer, Weston, W. Va.
G. W. BINNIX.....Car Inspector, Fairmont, W. Va.
J. W. HOSTLER.....Engineer, Grafton, W. Va.
W. P. KINCAID.....Locomotive Inspector, Fairmont, W. Va.

During the past month the Monongah Division has seen quite a number of changes on the Division staff, viz.: G. F. Eberly, division engineer of the Philadelphia Division, was transferred to Grafton, vice E. T. Brown, resigned. J. W. McClung was appointed trainmaster, with headquarters at Grafton, covering the territory from Grafton to Clarksburg on the Parkersburg Branch and G. and B. District; Ernie Bartlett, trainmaster of the Parkersburg Branch, Clarksburg to Parkersburg; B. Z. Holverstott, headquarters Fairmont, covering M. R. and Short Line, and W. C. Deegan, headquarters Weston, covering West Virginia and Pittsburgh.

The accompanying picture is of J. W. Leith, the oldest carpenter foreman on the Monongah Division. Mr. Leith entered the service as a carpenter on March 1, 1882, and on July 9, 1887, was promoted to carpenter foreman, which position he has faithfully filled to the present time.

"Uncle John," as he is called by all his friends, is very genial, and no matter how difficult the task that confronts him, he goes



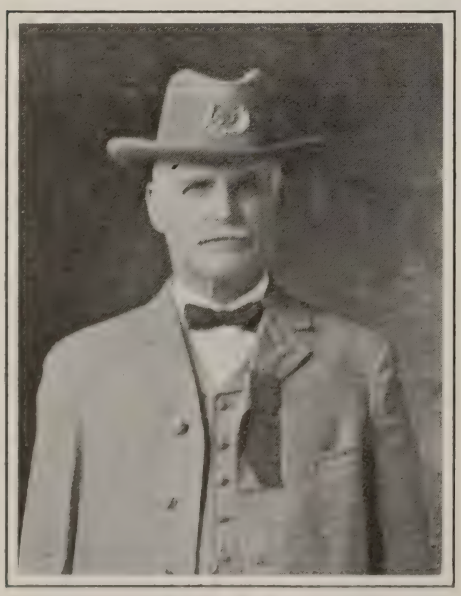
J. W. LEITH

about his work in a happy mood. He is a good Christian man and one that the Monongah Division is proud of having on its territory.

An interesting veteran employe is R. M. Colvin, whose picture appears on this page. He entered the service on April 1, 1868, as a fireman, and on February 20, 1870, was promoted to engineer on No. 71. In 1910, after forty-two years of faithful and efficient service, he was pensioned. A few weeks ago he dropped into our office to show us an interesting letter from S. E. Graham, now train dispatcher on the Norfolk & Western, at Crewe, W. Va., and a former Baltimore and Ohio man.

Among other items of interest about old times on the Parkersburg Branch Mr. Graham gives a list of the engineers and their engines in 1870, as follows:

"R. M. Colvin, 71; Henry Kidwell, 73; Jesse Pierce, 75; Henry Jenks, 79; Joe Clayton, 86; John Gigley, 85; William Armstrong, 91; Pat Flanery, 92; John Kuh, 96; John Woolward, 100; Sam Steel, 109; Bill Carr, 173; J. Jennings, 174; Buck Williams, 179; Felix Posten, 107; Jno. Clayton, 222; George Posten, 223; Jo. Rowland, 209 (then later Earl got the 209); Jno. Devine, 282; Milton Parker, 284; later Robinette, 92, then to 341, and I think Colvin was on the coal train during this time; Kuh, 95; Anderson, 197; Crum, 325; Flannery, 329; Posten, 330, William Carr, 223; Jesse Pierce, 340; Ben Myers, 344; later Gigley, 371; Flarence, 369; Bill Satterfield, 367; Flannery, 366; Kidwell, 371; Henry Jenks, 330; Taylor Groves, 329; Joe Clayton, 325; Gibson, 197; Sampson, 95; F. K. Willson, 330. I saw Jenks on 330 but once—possibly he did not have the engine regularly."



R. M. COLVIN

Wheeling Division

Correspondents

M. J. Sauter, *Office of Superintendent*

D. F. Allread, *Agent*, Reader, W. Va.

Divisional Safety Committee

W. M. Haver	Superintendent, Chairman
E. H. Barnhart	Division Engineer
T. R. Stewart	Master Mechanic
W. F. Ross	Road Foreman of Engines
W. Beverly	Terminal Trainmaster
J. A. Fleming	Agent, Wheeling, W. Va.
Dr. J. E. Hurley	Medical Examiner
M. C. Smith	Claim Agent
F. M. Garber	Car Foreman
R. A. Nease	Machinist Helper
W. C. Wright	Supervisor
J. Thonen	Engineer
E. L. Parker	Freight Conductor
L. C. Bomer	Freight Conductor
B. Huff	Machinist
J. E. Holler	Freight Fireman

A. Brown, ticket agent, and L. T. Berry, baggagemaster at Moundsville, W. Va., have combined to defeat the "High Cost of Living." At present they have a number of acres under cultivation and are circulating tales of a bumper crop.

Operators and agent-operators on the Wheeling Division were examined on sight, hearing and color sense during the second week in June.

A. M. Six, ticket agent at Wheeling passenger station, has moved his family to the camp ground at Moundsville, to spend the summer months. Mr. Six recently acquired a five passenger automobile, in which he is traveling to and from Moundsville.

It is expected that by July 1 the fourth floor of Wheeling passenger station will be ready for occupancy by the Wheeling Athletic Association of the Baltimore and Ohio. Practically all the facilities of a first-class gymnasium have been installed and the finishing touches are now being put on.

L. K. Landau, our genial maintenance of way material clerk, has left for Tulsa, Okla., where he will engage in the oil supply business. Mr. Landau was secretary of the Athletic Association. His many friends wish him much success.

There have been many favorable remarks made by pedestrians and drivers in regard to the manner in which our crossings are being protected by the ten crossing watch-women now on duty in Wheeling.

Lew E. Foster

President of the Wheeling Division Athletic Association

Lew E. Foster entered the service of the Company on January 6, 1905, as a telegrapher on the Wheeling Division. In August, 1907,



LEW E. FOSTER

he was promoted to copy operator in the dispatcher's office, Wheeling, and in May, 1915, was made manager and wire chief of "FY" telegraph office, Wheeling, the position that he now holds. When the Wheeling Division Athletic Association was formed he was made its president.

Mr. Foster has always been keenly interested in athletic and social events. He is a fine dancer, an expert swimmer and a racing cyclist of note. His work along welfare lines is in its infancy, and he hopes to make the Wheeling Athletic Association the leader in Baltimore and Ohio athletic circles. That he is a man of original ideas is proved by the fact that he was the originator of the novel dance program, worked out in the form of a miniature timetable, used at the annual Wheeling Division ball last December.

The Athletic Association is in splendid condition. There are now 175 members and 200 are expected in the near future. There is $400 in the treasury and $500 worth of gymnasium equipment has been bought and paid for. $200 has been expended for shower baths, and other improvements for the club rooms, including a player piano, a phonograph and a pool table, are contemplated.

Mr. Foster extends a hearty invitation to those interested in welfare work to join him in making the Wheeling Division Association a leader in the System Athletic Association.

E. M. Pomeroy, agent at Bellaire, is able to resume his duties after recovering from a severe attack of rheumatism.

Ohio River Division

Correspondents

E. L. Sorrell, *Office of Superintendent*
R. E. Barnhart, *Office of Superintendent*
W. E. Kennedy, *Office of Superintendent*

Divisional Safety Committee

J. W Root	Superintendent
F. C. Moran	Trainmaster
E. J. Langhurst	Road Foreman of Enginer
O. J. Kelly	Master Mechanis
C. E. Bryan	Division Engineec
W. E. Kennedy	Division Claim Agent
Dr. J. P. Lawlor	Medical Examiner
E. Chapman	Captain of Police
F. A. Carpenter	Agent, Parkersburg
S. E. Eastburn	Agent-Yardmaster, Huntington
H. F. Owens	Secretary

Rotating Members

H. L. Bartels	Engineer
O. W. McCarty	Fireman
H. Neal	Conductor
M. F. Caldwell	Brakeman
A. C. Smith	Car Department
O. F. Taylor	Locomotive Department
E. Farrell	Stores Department

Cleveland Division

Correspondent, G. B. Gymer, *Secretary to Superintendent,* Cleveland

Divisional Safety Committee

H. B. Green	Superintendent
F. P. Neu	Secretary
J. J. Powers	Trainmaster
W. J. Head	Trainmaster
A. R. Carver	Division Engineer
F. W. Rhuark	Master Mechanic
P. C. Loux	Road Foreman of Engines
G. H Kaiser	Road Foreman of Engines
A. J. Bell	Terminal Agent
G. J. Maisch	Claim Agent
M. E. Tuttle	Division Operator



H. C. NESBITT

Division Accountant and President of the Ohio River Division Athletic Association

ROTATING MEMBERS (to serve three months)

E. J. CRAMPTON.....Agent, Elyria
R. BLYTHE.....Operator, Canton
C. E. BIECHLER.....Section Foreman, Sterling
J. T. SIDAWAY.....Carpenter, Massillon
W. E. BUTTS.....Conductor, Lorain
A. H. SHEFFIELD.....Engineer, Lorain
W. B. SHOCKCOR.....Engineer, Cleveland
A. L. RUTH.....Conductor, Akron
F. J. RERICHA.....Conductor, Cleveland
J. LOSIER.....Car Inspector, Cleveland
J. LEWIS.....Pipe Shop Foreman, Lorain

Effective June 1 A. D. Rosier was appointed assistant storekeeper at Cleveland, vice F. W. Reynolds, promoted to storekeeper at East Chicago, Ind.

F. P. Neu, former secretary to the superintendent, has accepted a position as a switchman in Cleveland yard. Watch your step, "Red."

E. C. Mishler, night clerk in the dispatcher's office at Cleveland, recently selected a life partner. He has our best wishes.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk*

Divisional Safety Committee

D. F. STEVENS.....Chairman, Superintendent, Newark, O.
C. H. TITUS.....Vice-Chairman, Trainmaster, Newark, O.
T. J. DALY.....Assistant Trainmaster, Newark, O.
J. TORDELLA.....Division Engineer, Newark, O.
WM. STRECK.....Road Foreman, Newark, O.
W. F. MORAN.....Master Mechanic, Newark, O.
A. R. CLAYTOR.....Division Claim Agent, Newark, O.
D. L. HOST.....T. M. & C. T. D., Columbus, O.
C. G. MILLER.....Shopman, Newark, O.
J. A. MITCHELL.....Conductor, Newark, O.
W. C. NEIGHBARGER.....Engineer, Newark, O.
J. C. MCVICKER.....Fireman, Newark, O.
W. F. HALL.....Car Repairman, Newark, O.
D. E. DUFFY.....Blacksmith, Newark, O.
C. RITTENHOUSE.....Yard Conductor, Newark, O.

Newark Shops

Newark shop has the distinction of being the first in this section of the state to employ women on men's work, because of war conditions. Since the news was first published in the papers that all of the large trunk lines would employ women on some classes of work heretofore performed by men, superintendent of shops Cooper has been fairly besieged by women seeking employment in the shops, and, as an outcome, seven women donned overalls and caps and were started to work in the shops on May 15. Their duties consist of sweeping, cleaning windows, small jobs of painting, sorting scrap, etc.

Miss Anna Dunn has succeeded "Bud" Schaller as file clerk in the superintendent of shop's office. Miss Dunn has had considerable experience in clerical and stenographic work in various offices in Columbus and Cleveland. We wish her much success in her new position.

The Newark shop baseball team played its first game of the season on May 19, with Zanesville as its opponent, and the Newark boys won by the score of 9 to 4. We have some



EMPLOYES AT LORAIN STATION ON AN ENJOYABLE TRIP THROUGH THE TERMINALS

Reading from left to right: Engineer SHAVER, Foreman RAY, WILLIAM TRESSEL, Brakeman BUCKLEY, Conductor WILLMOT, the Misses VIVIAN SHAVER, ANNA SOUP, GLADYS ROSE, EVA ROGERS, FLORENCE LATTO, LORETTA HOFFMAN and LUCILE WEBB and J. C. HAHN

ball team this year, which will be fully realized by the other teams on the System before the season is over.

The employes' second annual ball for the benefit of the baseball team was held in the hall of the Knights of Pythias Temple in Newark on the evening of May 23. It proved a great success from every standpoint. The weather was ideal for dancing and a large and merry-making crowd enjoyed the light fantastic from an early hour in the evening until midnight. Abbott's Orchestra furnished splendid music. The receipts, which amounted to a neat sum over expenses, were turned over to the treasurer of the baseball club and will be used to defray the expenses of the team when playing away from home and also to purchase bats and balls and other equipment as needed throughout the season.

The general manager's and vice-president's party made a recent inspection trip to Newark shops and seemed pleased with the clean and neat appearance on and about the shop premises.

The shop employes' picnic, which has been an annual event for the last several years, has been called off this summer because of war conditions.

W. L. Clugston, better known in the shops as "Pete," the young and hustling erecting shop foreman, is a great devotee of Isaac Walton's pastime. If there is anything "Pete" likes better than fishing, it is more of the same thing. It is natural for all fishermen to have wonderful stories to tell of their experiences, but when "Pete" gets started, hold tight to your seats, boys, for you are going to hear some hair-raising tales. However, we can vouch for his recent catch of thirty large Lake Erie bass, all of which were hooked in a half day's time at beautiful Buckeye Lake.

David Westall, who has been in the service of the Company for many years as machinist and gang foreman, has resigned to take employment with the Western Maryland Railway at Hagerstown, Md.

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Broughton.....Chairman, Superintendent
C. M. Stone.....Trainmaster
T. E. Miller.....Master Mechanic
G. N. Cage.....Road Foreman of Engines
Dr. M. H. Koehler.....Medical Examiner
H. B. Pigman.....Division Operator
A. P. Williams.....Division Engineer
H. D. Whip.....Relief Agent
C. A. Albright.....Agent
E. E. McDonald.....Agent
W. F. Herwick.....Conductor
W. J. Dayron.....Road Brakeman
O. E. Newcomer.....Fireman
W. H. Metzgar.....Supervisor
E. C. Lucas.....Car Foreman
A. L. Friel.....Shop Foreman
H. E. Cochran.....Secretary



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The boss can't take chances. When he has a responsible job to fill, he picks a man *trained to hold it.* He's watching *you* right now, hoping you'll be ready when the opportunity comes.

The thing for you to do is to start today and train yourself to do some one thing better than others. You can do it in spare time through the International Correspondence Schools. Over 5000 men reported advancement last year as a result of their I. C. S. training.

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☐ Locomotive Fireman	☐ R. R. Agency Accounting
☐ Traveling Engineer	☐ R. R. Gen'l Office Acc'ting
☐ Traveling Fireman	☐ Higher Accounting
☐ Air Brake Inspector	☐ Stenographer and Typist
☐ Air Brake Repairman	☐ Mathematics
☐ Round House Foreman	☐ SALESMANSHIP
☐ Trainmen and Carmen	☐ ADVERTISING
☐ Railway Conductor	☐ Railway Mail Clerk
☐ MECHANICAL ENGINEER	☐ CIVIL SERVICE
☐ Mechanical Draftsman	☐ ELECTRICAL ENGINEER
☐ Machine Shop Practice	☐ Electrician
☐ Boiler Maker or Designer	☐ Electric Wiring
☐ Stationary Engineer	☐ Electric Lighting
☐ Gas Engine Operating	☐ Electric Railways
☐ CIVIL ENGINEER	☐ Telegraph Engineer
☐ Surveying and Mapping	☐ Telephone Work
☐ R. R. Constructing	☐ MINE FOREMAN OR ENG'R
☐ Bridge Engineer	☐ Metallurgist or Prospector
☐ ARCHITECT	☐ CHEMIST
☐ Architectural Draftsman	☐ AUTOMOBILE OPERATING
☐ Contractor and Builder	☐ Auto Repairing
☐ Structural Engineer	☐ Good English
☐ Concrete Builder	☐ AGRICULTURE
☐ TRAFFIC MANAGER	☐ Poultry Raising

☐ Spanish ☐ German ☐ French ☐ Italian

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Street and No._____
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R. E. ROBERTSON AND RUSSELL DUNBAR, TELEGRAPH OPERATORS

Piecework inspector Raymond Ocock, of Somerest, Pa., has resumed duty after a two weeks' vacation spent in Atlantic City, Philadelphia, Baltimore and Washington. Old boy, we're glad to see you back.

Raymond Gorman, supplyman at Somerest shops, expects to resume duty shortly, after having had an eye operation performed in a Baltimore Hospital. We all hope for his speedy recovery.

A number of the railroad boys on the S. and C. answered the call and have subscribed for Liberty Loan Bonds.

Effective June 1 F. W. Gettle was appointed storekeeper at Connellsville, vice W. E. Downing, transferred to another department.

Effective June 16 John A. Davis, division accountant at Connellsville, was promoted to division accountant at New Castle Junction, vice H. B. Meager, assigned to other duties. He was succeeded by John H. Lindsay.

The picture at top of page is of (left) R. E. Robertson, second trick operator at Stoyestown and Russell Dunbar, second trick operator at Jerome Junction.

The picture at bottom of page is of the employes who work on Section 69. Reading from left to right, those in the picture are: W. E. Fowler, A. Phillips, G. H. Stillwagon, foreman, "Shorty" Graham, Carl Oliphant and George Phillips.

Pittsburgh Division

Correspondent, B. J. McQUADE, *Office of Superintendent*, Pittsburgh

Divisional Safety Committee

T. J. BRADY	Chairman, Superintendent
T. W. BARRETT	Vice-Chairman, Trainmaster
W. J. KENNEDY	Secretary
C. C. COOK	Division Engineer
M. C. THOMPSON	Road Foreman of Engines
G. W. C. DAY	Division Operator
E. J. BRENNAN	Superintendent of Shops
F. P. PFAHLER	Master Mechanic
A. J. WEISE	General Car Foreman
F. BRYNE	Claim Agent
W. F. DENEKE	Agent, Pittsburgh
DR. J. P. LAWLOR	Medical Examiner
R. F. LANGDON	Brakeman
E. D. MCCAUGHEY	Fireman
E. P. CHENOWITH	Conductor
J. J. BERRY	Foreman, Glenwood
J. L. SOLIDAY	Engineer

Employes of the Pittsburgh Division extend their best wishes and hearty congratulations to Miss Leeda Corcoran, stenographer in the superintendent's office, and to C. R. Cunningham, a brakeman on the Pittsburgh Division, who were married on May 20. Friends of Miss Corcoran in the Pittsburgh office presented to her a fifty-seven piece silver set. May their married life be a happy and prosperous one!

Miss Helen Smith and John Delehanty, a pipe fitter in the Glenwood shops, were married on June 20. Congratulations, Helen and John, and may your married life be one of sunshine and smiles.

Discipline clerk Urner has announced his intention of employing an interpreter to manage one of his departments. He says that last month he received names of men that he could neither write or pronounce.

Joseph Coursey, who has been promoted to clerk in the Tonnage Department, has rapidly become a man of much importance. He is full of business. Charles Kesner has been promoted to chief mail clerk, to fill the vacancy caused by Mr. Coursey's promotion.



EMPLOYES ON SECTION No. 69

Base Ball Team

Off to a poor start—but coming strong.

"Zip" Rogers is pitching wonderful ball, his latest feat being the holding of the Connellsville team to five hits. Good work, "Zip."

"Ham" White sure covers as much ground in the outfield as the grass.

"Chief" Bennett's old time pep is a big factor to the young pitchers on the roster, and he is hitting the ball hard and regularly.

"Mac" McCarthy's appearance in the Pittsburgh uniform at Connellsville caused a lot of rejoicing, as he is a whale in the field and at the bat.

"Ike" Tovey is covering acres of ground around second. His hitting is helping to keep the team in the running. Keep it up "Old Boy."

"Cliff" Reynolds is playing the game of his life in his new position in the middle garden. His batting eye is good and you can always depend upon him to hit the ball square on the nose when he comes to the bat.

Taken as a whole, the baseball team that represents the Pittsburgh Division this year is right on the job. Go to it, boys.

Veteran Employes' Association

A committee of veteran employes arranged a meeting on May 19 for men who had been in the employ of the Company for twenty years or more. G. W. Sturmer, of Baltimore, was invited to act as chairman. He gave an interesting talk, pointing out the object and benefits of the association and telling of what other divisions had accomplished.

Sixty-two new members were enrolled at this meeting and we had the pleasure of electing our superintendent, T. J. Brady, an honorary member, as he has not been quite twenty years in the service.

Mr. Brady assured the members that he was pleased to know that so many men had been in the employ of the Company for so many years and that he hoped that they would be able to serve for another twenty years.

The following officers were elected for 1917: President, William Cox (an engineer with fifty-three years' service to his credit); vice-president, James Shook; secretary, George N. Orbin, and treasurer, William De Walt.

The following executive committee was appointed by president Cox: Frank Applebee, chairman; J. D. Beltz, W. F. Deneke, C. B. Lane, D. Burns, H. Dorsey, G. Kane, W. A. Cooper, G. Carruthers and T. F. Donohue.

The executive committee met on June 1 and 15, and have adopted by-laws to govern the association. They have arranged to hold quarterly meetings.

There are now 115 members, and as there are about 1,000 men on the Pittsburgh Division who have served for twenty years or more, the association expects to reach the 500 mark.



A NOON HOUR SOCIAL GATHERING AT GLENWOOD SHOPS

Superintendent Brady has written to A. R. Hepler, agent at Shippenville, and J. W. Smith, agent at Chicora, congratulating them on the very satisfactory condition of their accounts, developed at a recent examination.

Effective June 1 J. B. Layne was appointed assistant storekeeper at Foxburg, Pa., vice A. D. Rosier, transferred.

Happenings in Pittsburgh Yard

Thomas Farrell, our general foreman at 10th Street turntable, is having his office enlarged and painted.

We are all wondering why extra brakeman "Mugsy" McGraw is wearing that especially pleasant smile. He has not said anything to any of us—but they both looked pretty happy coming down 5th Avenue the other day.

Did you see that smoky on the 1525 in his new uniform on Decoration Day? Some class!

Here is wishing all the luck in the world to brakeman John J. Dudas and his war garden.

Fireman J. W. Collins was very busy at the polls on June 5, Registration Day. He is a strong advocate of universal military training.

Fireman Steadman says that he would like to go to the war. Well, good stuff often comes in small packages. Have you noticed how proudly he shows that little blue card?

Glenwood Shops

Correspondent, FRANK RUSH

The picture at top of page is of a social gathering at noon hour. Those in the picture, reading from left to right, are: top row—cabinetmaker H. E. Zinsmaster; carpenter J. H. Brooks; passenger car foreman P. J. Finke, and passenger car inspector P. Murray. Bottom row—assistant storekeeper J. Ference; shop track foreman H. L. Ellis; painter A. Smith and assistant foreman A. R. Riecoff. R. Keetley, our camera fiend, took the picture.

A. H. Keys, formerly M. C. B. clerk at Glenwood, has been promoted to a position in Mr. Pryor's office, at Baltimore. We wish him success in his new work.

Born to boilermaker and Mrs. William Mertz, a boy. "Bill" has been in our service for twelve years and is well liked.

J. F. Haggerty, formerly roundhouse foreman at Glenwood, has been promoted to general foreman at Cleveland. We wish him success in his new position.

T. E. Wible, formerly general piecework inspector at Glenwood, has been promoted to machine shop foreman.

John Roseley, who was employed in the Stores Department, died a short time ago. It was with great regret that we heard of his death and his parents have our heartfelt sympathy.

The accompanying picture is of our power plant engineer, C. H. Simpson, and his electrical repairman. Mr. Simpson has been at Glenwood for but a short time, but he has made many friends. These two young men have made the Glenwood power plant a success and we are sure that they will continue their good work.

New Castle Division

Correspondent, J. A. Lloyd, *Chief Clerk to Superintendent*

Divisional Safety Committee

C. W. VanHorn.....Chairman, Superintendent
C. P. Angell.....Trainmaster
D. W. Cronin.....Division Engineer



GLENWOOD SHOPS POWER PLANT ENGINEER SIMPSON AND HIS REPAIRMAN

J. J. McGuire.....Master Mechanic
T. K. Faherty.....Road Foreman of Engines
James Aiken.....Agent, Youngstown, O.
Dr. F. Dorsey.....Medical Examiner
C. G. Osborne.....Division Claim Agent
F. H. Knox.....Agent, New Castle, Pa.
W. P. Cahill.....Division Operator
W. Damron.....Terminal Trainmaster
A. T. Humbert.....Master Carpenter

Rotating Members (to serve three months)

E. F. Toepfer.....Road Engineer
G. T. Griffith.....Road Fireman
H. A. Bradley.....Road Conductor
S. K. Fielding.....Yard Engineer
L. Whalen.....Pipefitter
J. W. Ferron.....Work Checker, Car Department

James J. McGuire, for the last four years master mechanic of the New Castle Division, applied for and has received a commission as Captain in the Shopmen's Regiment which is being recruited for service on the French railroads.

Captain McGuire was born in Youngstown on August 5, 1881, and entered the service of the Baltimore and Ohio as a boiler washer in 1895, becoming successively machinist apprentice, machinist, engine house foreman, general foreman and master mechanic. With the exception of six months in 1907, his entire life's work has been on our road.

The New Castle Division, to a man, are glad to know that one of their number is to have charge of this important work in France, and that the work will be well done. Captain McGuire is a very forceful and energetic young man, and having come up from the ranks we are all the more glad to see his progress. We know that he will make good.

The employes at Haselton yard held a flag raising on May 14. The ceremony was well attended. Engineer N. L. Rees made an exceptionally able speech. We would like to print it in the Employes Magazine, but lack of space forbids.

Effective June 16 A. H. Hodges was appointed master mechanic of the New Castle Division, with headquarters at New Castle Junction, vice J. J. McGuire, furloughed.

On June 1 the joint arrangement with the Pennsylvania Lines, whereby the Baltimore and Ohio used the tracks and East Side Station of that line in New Castle, was cancelled and our new passenger depot in the Seventh Ward of New Castle (formerly Mahoningtown) was publicly opened for traffic. The exercises in connection with the opening were in charge of the Mahoningtown Commercial Club, one of the most wideawake and active organizations in New Castle.

The exercises were preceded by a parade of about fifty well filled automobiles, which traversed the main part of the city. The public schools in the Seventh Ward were closed and the school children gave a May pole dance and flag drill in the public park, which is directly opposite the new station. Addresses were made by Mayor A. D. Newell, of New Castle, city superintendent of schools George

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Formerly Chief of Tariff Bureau, New York Central Lines

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Faculty

N. D. Chapin
Formerly Chief of Tariff Bureau of the New York Central Railroad and West Shore Railroad.

R. E. Riley
Formerly Instructor in Railway Transportation at Y. M. C. A., New York City; formerly with the I. C. R. R., N. Y. C. Lines, C. N. O. & T. P. Ry., C. H. & D. Ry., and B. & O. S. W. R. R., and S. P. Co.—Atlantic Steamship Lines.

G. F. Falley, A. B.
Formerly General Freight and Passenger Agent of the B. & N. W. Railway.

John P. Curran, LL.B.
Central Freight Association; formerly with Southwestern Tariff Committee, St. Louis.

F. R. Garrison
Chief Clerk, Central Freight Association; formerly with L. E. & W. R. R., C. H. & D. Ry., and G. R. & I. Ry.

J. W. Harnach
Formerly with C. M. St. P. Ry., and Chicago Great Western R. R.

L. E. O'Brien, Ph. B.
Formerly Industrial Traffic Mgr.

Text Writers
(Partial List)

E. R. Dewsnup, A. B. A. M.
Professor of Railway Administration, The University of Illinois; Author of Freight Classification.

A. R. Smith
Vice-Pres., Louisville & Nashville Railroad; Author of Freight Rates in Southern Territory.

W. H. Chandler
Manager Transportation Bureau, Boston Chamber of Commerce; Author of The Express Service and Rates.

B. Olney Hough
Editor, American Exporter; Author of Ocean Traffic and Trade.

C. C. McCain
Chairman, Trunk Line Association; Joint Author of Freight Rates—Official Classification Territory.

C. S. Sikes
General Auditor, Pere Marquette Railroad; Author of Railway Accounting.

J. F. Morton
Asst. Traffic Director, Chicago Association of Commerce; Author of Routing Freight Shipments.

C. L. Lingo
Traffic Manager, Inland Steel Co.

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Read This Letter From A Well Known Traffic Official

"If the information in the inclosed clipping (referring to Mr. Chapin's appointment as head of the department of Interstate Commerce and Railway Traffic) from "The Pittsburgh Dispatch" today is correct, I wish to extend sincere congratulations to yourself and the University in the selection of Mr. N. D. Chapin for the position mentioned. I consider Mr. Chapin not only one of the best-informed rate and tariff men in the country, but also possessed of all the necessary personal qualifications to engage successfully in the good work of your University.

F. S. DAVIS,
Gen'l Western Freight and Passenger Agent,
N. Y., N. H. & H. R. R.

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W. H. PAXTON, Gen'l Frt. Agt.,
Southern Ry., Atlanta, Ga.

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EXERCISES AT THE OPENING OF OUR NEW PASSENGER STATION AT NEW CASTLE

A. Dickson, Company's counsel Wylie McCaslin, and general passenger agent B. N. Austin.

Among the officers of the Baltimore and Ohio present were B. N. Austin, general passenger agent, assistant general passenger agent J. P. Taggart, traveling passenger agent W. H. Foust, trainmaster C. P. Angell and division operator W. P. Cahill. General superintendent Cahill and superintendent Van Horn were unable to be present. After the exercises Mr. Foust displayed the travel pictures of the Passenger Department, the Crescent Theater being donated by Messrs. McDougall and Wray for the occasion. Mr. McDougall was formerly assistant trainmaster on the New Castle Division and is now passenger conductor. The town was decorated for the occasion and the opening of the station was made a public holiday. The townspeople and the employes of the Company are proud of the new station, which is modern and up-to-date in every respect.

Chicago Division

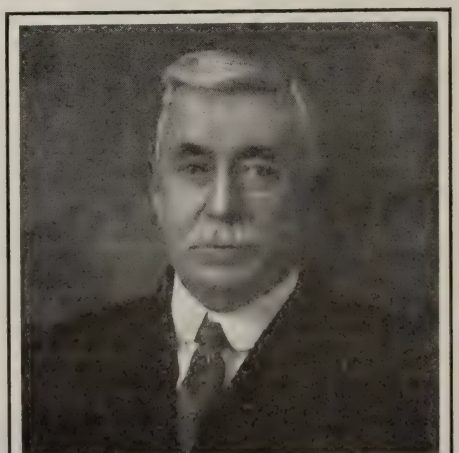
Correspondent, P. G. Ervin, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. Jackson.....Chairman, Superintendent, Garrett, Ind.
T. J. Rogers....Vice-Chairman, Trainmaster, Garrett, Ind.
T. E. Jamison.....Trainmaster
John Tordella.....Division Engineer
G. P. Palmer.....Division Engineer, Chicago, Ill.
F. N. Shultz.....Division Operator, Garrett, Ind.
D. B. Taylor.....Master Carpenter Garrett, Ind.
W. F. Moran.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
W. A. Funk.....Medical Examiner, Garrett, Ind.
C. W. Hedrick.....Medical Examiner, Chicago Jct., O.
R. R. Jenkins.....Secretary Y. M. C. A., Chicago Jct., O.
John Draper.....Freight Agent, Chicago, Ill.
Henry Bergstrom.....Machinist, South Chicago, Ill.
J. D. Jack.....Claim Agent, Garrett, Ind.
W. P. Allman.....Agent, Avilla, Ind.
C. A. Hamilton.....Engineer, Garrett, Ind.
C. H. Keys.....Fireman, Garrett, Ind.
N. D. Scott.....Conductor, Deshler, O.
David Wagner.....Brakeman, Garrett, Ind.
Robert Kipp.....Yard Brakeman, Chicago Jct., O.
W. A. Miller.....Car Builder, Garrett, Ind.
L. C. Beeber.....Pipefitter, Garrett, Ind.
Julius Leatz.....Pipefitter, Chicago Jct., O.
R. A. Kleist.....Gang Foreman, South Chicago, Ill.

The accompanying picture is of Michael J. Hallinan, passenger conductor on the Chicago Division. Mr. Hallinan was born in Trenton, N. J., on August 19, 1855, and began work for the Baltimore and Ohio as a laborer at the time the Chicago Division was being constructed in 1873, working between Chicago Junction and Attica, Ohio. He began work as a road brakeman as soon as the road was finished, running between Chicago Junction and Defiance, Ohio. In 1879 he was promoted to freight conductor and ran locals and through freight trains until June, 1883, when he was promoted to passenger conductor, the position which he still holds.

From June, 1883, to May, 1887, Mr. Hallinan ran trains from Chicago, Illinois, to Detroit, Michigan, over the Baltimore and Ohio and Wabash Railroads via Auburn Junction, Indiana, the junction point of the Baltimore and Ohio and Wabash Railroads at that time. Baltimore and Ohio trains at that time were run on what was known as Columbus time and Wabash trains were run on Chicago time



M. J. HALLINAN

there being a difference of nineteen minutes between the two times. Because of this difference in time it was necessary for all Chicago Division trainmen to have an extra hand put on their watches. When the practice of running trains from Chicago to Detroit was discontinued, Mr. Hallinan ran trains from Chicago to Wheeling, W. Va. In 1890 another change was made and trains were run from Chicago to Chicago Junction, the practice which is still in effect.

Mr. Hallinan has been in continuous service for over forty-three years and has a clear record. In addition to this he also holds letters of recommendation from the Wabash, St. Louis and Pacific Railway Company (now the Wabash Railway Company) expressing their appreciation of the gentlemanly and courteous manner in which he discharged his duties while running trains over the rails of that company. It is needless to say that his work has always been highly appreciated by the officials of our Company.

Sylvester V. McKennan and Miss Helen Frances Shultz, both of Garrett, were married at Auburn, Ind., on June 13. Mr. McKennan is employed as chief timekeeper in the office of the division accountant and Miss Shultz is the daughter of division operator F. N. Shultz. We wish them a long and happy wedded life.

Edwin S. Rupp and Miss Beatrice Bowers, both of Garrett, were married at Waterloo, Indiana, on June 17. Mr. Rupp is employed as motive power accountant in the office of the division accountant and Miss Bowers is the daughter of city clerk C. U. Bowers, who was for many years an employe of this Company. We all join in wishing them a long and happy married life.

Registration Day, June 5, was a great day in Garrett and there was much enthusiasm. At ten o'clock that morning all of the office employes collected in front of the passenger station and marched to the various polling places, accompanied by the Garrett Band. In this way all the young men between the ages of twenty-one and thirty-one were registered and given a banner on which was inscribed "I have registered, have you?" We are pleased to say that so far we do not know of any "slackers" being found in this county.

Liberty Loan Bonds amounting to several thousand dollars have been purchased by employes at Garrett on the installment plan as described in Mr. Willard's circular letter of May 31. By purchasing these bonds on the monthly payment plan it was possible for many of us to take advantage of the offer, which we could not have done otherwise, and we extend our thanks to the management for the interest taken in order to permit so many to do their "bit" for the preservation of Democracy and to uphold the Star Spangled Banner, which we hope will never know defeat. In this connection it may be well to state that no trouble



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ADVERTISING ANNOUNCEMENT

We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted :: :: :: ::

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For further particulars address

Robert M. Van Sant, Advertising Manager

Mount Royal Station — Baltimore, Md.



THE ATTRACTIVE HOME OF ENGINEER G. C. WHITE

is being encountered in securing our allotment for the Red Cross Fund and all the solicitors are meeting with great success. The people are certainly to be commended for their willingness in aiding the Government. Those of us who are unable to go to war can do our "bit" by giving freely and we should not do it grudgingly.

The accompanying picture is of the home of G. C. White, passenger engineer on this division. Mr. White has been in continuous service for the last thirty-one years and has a service record that any employe might well be proud of. This home, like many others in Garrett, was purchased through the Relief Department.

At the regular monthly meeting of the Safety First committee of the Chicago Division, held at Chicago Junction, Ohio, on Wednesday, June 6, were present, in addition to the regular members, Honorable F. L. Dawson, mayor; Dr. D. W. Rumbaugh, postmaster; J. Milburn, assistant secretary of the Y. M. C. A.; L. E. Simons, merchant and D. F. Stevens, superintendent of the Newark Division. In the absence of superintendent Jackson, the meeting was presided over by vice-chairman T. J. Rogers. After the regular routine of business the committee was addressed by Mayor Dawson, who spoke very highly of what he considers the admirable work that has been done by our Company through its Safety First campaign. Mr. Dawson concluded his talk by expressing the hope that the amiable relations existing between the city of Chicago Junction and the Baltimore and Ohio may be continued. A vote of thanks was tendered the mayor and other citizens of Chicago Junction for their attendance; also to the assistant secretary of the Y. M. C. A. for his kindness in arranging for the use of the K. of P. hall and the services of the ladies, who served a dinner to the committee and their guests. The meeting adjourned at 11.30 a. m.

The accompanying picture is of carpenter foreman E. J. Stuck and his gang. It was taken while they were at work on bridge 181-5, near Bremen, Indiana. This work is being done in connection with the second track improvement between Milford Junction and La Paz Junction, and is fast nearing completion. The picture also shows our pile driver and crew. Mr. Stuck has been in the service of the Company for the last thirty years and is one of our most efficient carpenter foremen. His men are among the best carpenters on the Chicago Division and are always on the job.

South Chicago

Correspondent, Mrs. Bertha A. Phelps
Wheelage Clerk

By far the most important event of the season was the flag raising at our South Chicago shops on May 19.

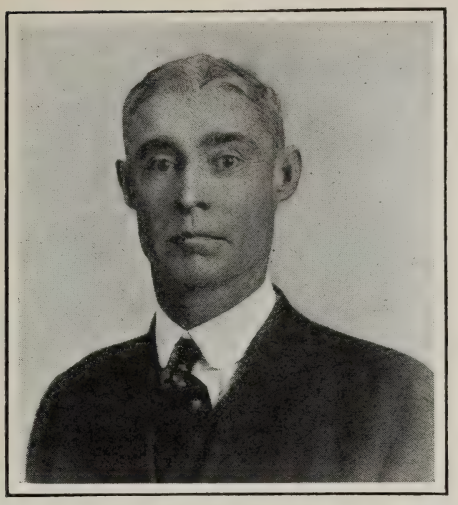
The flag was purchased by the employes and the affair was held under the auspices of the Baltimore and Ohio Safety and Social Club. The military effect was emphasized by the presence of a number of soldiers, who occupied the stage with chief operating engineer T. H. Berry, who made an address on "Patriotism" and referred to the fact that the Baltimore and Ohio was the first railroad to offer its services to the government sixty years ago, during the Civil War.

The flag was raised by George Miller, Thomas Daley and George Lemon, veteran employes. Arrangements were made with the Illinois Steel Company employes, who were also celebrating a flag raising, to stop their parade and the band played patriotic airs while our flag was hoisted to the breeze. A good crowd was in attendance, the citizens of South Chicago turning out in large numbers.

The employes at this station have responded liberally to the appeal of the government for the purchase of Liberty Bonds. Those of us who took advantage of the offer to subscribe on monthly payments appreciate very much the privilege offered us by the Company, which enabled us to express our patriotism in this way.



CARPENTER FOREMAN E. J. STUCK AND HIS MEN



R. E. McCREA

Through the efforts of Mrs. Spreenburg, our popular stenographer, we have all become members of the Red Cross. Agent Altherr is very much gratified with the results which she obtained in her work for this worthy cause.

A. E. Pollard, one of our veteran employes, who for ten years was cashier at this station and was recently appointed chief clerk to trainmaster Huggins, has resigned to accept a position with another railroad. Mr. Pollard won the confidence and respect of all his associates, who regret seeing him leaving the service. Edward Murphy succeeds him as chief clerk.

The Company has added to its Safety First work on this division a First Aid corps composed of men from the different departments. A number of meetings have been held and under the efficient training of our medical examiner, Dr. E. J. Hughes, the members are able to give immediate relief to any case of injury which comes to their attention.

Henry Bergstorm, of the Mechanical Department, known as "The Safety First Man," is chairman, with F. J. Kroll, work checker, and Stanley Biejgrowicz, engine house checker, as his assistants.

Chicago Terminal

Correspondent, R. G. Clark, *Assistant Abstracter*, Chicago

Divisional Safety Committee

J. L. Nichols.....Chairman, Superintendent
J. W. Dacy.....Trainmaster
C. P. Palmer.....Division Engineer
F. E. Lamphere.....Assistant Engineer
Alex. Craw.....Division Claim Agent
W. J. Wainman.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Supervisor, Chicago Division
Wm. Hogan.....Supervisor, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Road Foreman of Engines
Chas. Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
Morris Altherr.....Assistant Agent, Forest Hill
J. O. Callahan.....General Car Foreman

Rotating Members (to serve three months)

O. E. Burger.....Engine Foreman, East Chicago, Ind.
F. Foley.....Engine Foreman, Blue Island, Ill.
J. Wise.....Engine Foreman, Robey Street
John Bickel.....Engineer, Robey Street
M. J. McHugh.....Fireman, Robey Street
Thos. Kennedy.....Engineer, East Chicago, Ind.
Fred Krause.....Fireman, East Chicago, Ind.
H. J. Masse.....Machinist, East Chicago, Ind.
W. E. Lowry.....Boilermaker, East Chicago, Ind.
W. Bock.....Machinist, Robey Street
D. W. Alderman.....Car Inspector, Robey Street

The accompanying picture is of section foreman R. E. McCrea, who has been in the service of the Baltimore and Ohio for thirty-seven years, and who now has charge of Section 68 on the Chicago Terminal. Throughout this long period of service Mr. McCrea has always considered the Baltimore and Ohio's interests paramount to his personal comfort, and he is a member of that valuable class of employes who can always be depended upon to meet any emergency.

C. J. Schwendener, assistant chief clerk in the district engineer's office, is receiving the congratulations of his friends upon the arrival of a fine baby boy at his home on June 17.

Frank Ruth, wheelage clerk in the car accounting office, has returned from a vacation spent at Minong, Wisconsin.

The accompanying picture is of James Edward Hande, the son of J. H. Hande, assistant engineer in the Valuation Department. Mr. Hande, Sr., says that Mr. Hande, Jr., who is one year old, already shows great engineering ability, being especially adept in the construction of mud pies.



JAMES EDWARD HANDE
Son of J. H. Hande

Assistant engineer F. E. Lamphere has been commissioned a Major in the Quartermaster Department of the United States Army. Mr. Lamphere's experience in construction work will prove invaluable at this time, and both he and the Government are to be congratulated.

Results in the Chicago Railroad Baseball League: June 9—Chicago Terminal 3; C. B. & Q. 2. June 16—C. M. & St. P. 6; Chicago Terminal 3.

O. J. Lozo, chief clerk in the car accounting office, is wearing a particularly broad smile these days, the result of a visit of the stork to his home on May 28, when he was presented with an eight and one-half pound baby girl. Her name is Lorraine.

P. F. Finnegan, H. White, Jr., P. Meininger, H. Burg, H. E. Hansen and O. J. Lozo recently made their first trip to the lakes of Wisconsin, their particular destination this time being Stone Lake. The fact that they shipped home sixteen bass and eleven muskelonge is evidence that their trip was not entirely in vain.

Every Chicago Terminal employe who subscribed to the Liberty Loan (and almost everyone did), may feel justifiably proud in knowing that his "bit" helped swell the enormous over-subscription which announced to Kaiser "Bill" the fact that we aren't entirely asleep over here. And there's lots more where that came from, right on the Terminal here, "Bill."

R. H. Alvery and Roger Blue, rodmen in the district engineer's office, have enlisted in army service.

The correspondent will be very grateful to anyone sending him the names of employes who have entered Government service, notice of which has not appeared in the MAGAZINE.

Effective June 1 F. W. Reynolds was appointed storekeeper at East Chicago, vice W. D. Stone, resigned to accept service with another company.

The Redoubtable Roy G. Clark, Author, Attacked by Fighting Pacifist

"A few weeks ago, while the office was deeply engaged in its work and even Clark, who manages to accomplish much work against great odds* and without visible effort, was exceedingly absorbed in abstracting. Suddenly a thundering voice, with great *elan*‡, inquired for Mr. Clark. 'Present,' cried Clark, 'in his inimitable manner.' The caller then introduced himself as the Rev. ———— of the ———— Church.

"Now, it seems that Roy had read a sermon of this reverend gentleman in which he branded all soldiers as 'murderers.' Decidedly this was not Roy's opine, and he had promptly indicted a fire-eating epistle, signing his right name, his office address (we wonder he did not include his photograph), and had promptly cleared his mind of the matter.

"The minister started in gently by grasping tightly both lapels of Clark's coat. At first Roy's voice was cheery, confident and somewhat defiant. But the minister was evidently determined to fight for pacifism. Roy was not able to say a word after the passionate pacifist began to talk. Finally we heard him begging the pacifist-preacher's pardon and we knew Roy had fallen to the argument.

"Clark says he (the pacifist) was in earnest 'all right' and that the pacifist would let an enemy kill him, even if he had a gun in his hand. Clark may have absorbed some of these theories, but they will no doubt wear off in a few days.

"We suggest that the next time he is attacked with a desire to write such a hot letter he give the name and address of some fair demoiselle, instead of his own."

When the foregoing letter was received in the MAGAZINE office ye ed. scratched his head in doubt. Was its publication likely to lead to bloodshed? At last we decided to ask Mr. Clark's opinion on the matter. Here is his reply to our inquiry.

"I am deeply grieved at the perfidy of my one-time friends, as displayed in the attached 'piece.' Now I know how our President felt, after having spent two years trying to make the Huns act like human beings, and then having them turn on him worse than ever.

"You ask whether I think the reverend dominie will take this incident in the right manner if it is published. It seems to me that if *I* don't kick he certainly shouldn't, for he gets entirely the best of the argument according to this version.

"I might make a lengthy denial, or at least insist that this is a very garbled version of the affair—but what's the use! Sufficient it is to say that the dominie and myself agreed to amicably disagree, *but*—if he calls any more of our boys "murderers" I'll write him another letter like the last one, and be proud of the chance. Yours very sincerely,

R. G. CLARK.

P. S.—The culprit who wrote this about me is a mighty clever fellow, who expects to go to France with our forces as an interpreter."

* Note on Mss. in unknown handwriting, "Ain't it the truth!"

‡ Editor's note: "Whatd'ye mean *elan*?"

Ohio Division

Correspondent, W. L. ALLISON, *Operator C. D. Office*, Chillicothe, Ohio

Divisional Safety Committee

A. A. IAMS	Chairman, Superintendent
R. MALLEN	Road Foreman of Engines
H. E. GREENWOOD	Master Mechanic
C. H. R. HOWE	Division Engineer
T. E. BANKS	Trainmaster
DR. F. H. WEIDEMANN	Medical Examiner
L. A. PAUSCH	Supervisor
L. B. MANSS	Captain of Police
L. KEDASH	Road Conductor
C. SKINNER	Road Brakeman



"CATCHING SUCKERS" IS A POPULAR SPORT IN MANY PLACES

These were caught in the Scioto River by (from left to right): W. L. Allison, E. E. Hart and A. E. Combs

S. B. Frost.....Road Engineer
L. W. Schaffer.....Road Fireman
H. L. Shea.....Yard Fireman
J. Shane.....Machinist
J. Rutherford.....Tank Repairman
S. Griffin.....Agent, Hillsboro

Effective May 23 B. W. Sands and W. A. Burns, freight conductors, and R. R. Schwarzel, train dispatcher, were appointed transportation supervisors on the Ohio Division, with headquarters at Athens, Midland City and Hamden, respectively. They will take general charge of the yards at those points, see that the switching and placing of incoming loads and empties is done so as to facilitate the movement of through freights and locals which fill out there, thus avoiding delays. Their efforts are already showing good results.

A Greenfield switcher and a Hamden turn around, with Chillicothe as a terminal, have been added to the list of freight runs, relieving locals of the switching and picking up between these points and permitting them to make their runs in good time.

Seven machinists and apprentices from the Chillicothe shops left for the east on June 13 for service in France with the Shop Regiment. As the train pulled out of the station their brother machinists lined up in front of the shops to cheer them and wave good-bye.

On May 30 first No. 97, engine 2750, in charge of conductor B. B. Stevens, engineer John Gregg and fireman R. Mather, made the run from Parkersburg to Chillicothe, a distance of 97.4 miles, in two hours and thirty-seven minutes without making a stop or taking water. No. 1's time from Parkersburg to Chillicothe is two hours and twenty minutes, so this can be considered an exceptionally good run. It was good enough to clip just thirteen minutes from the former record of No. 97.

Dr. F. H. Weidemann, medical examiner at Chillicothe, has been transferred to a like position at Connellsville, Pa. Dr. J. G. Selby, from Camden Station, Baltimore, Md., will take his place here.

There are fourteen women now employed in the Chillicothe shops. Their duties consist of wiping engines, cleaning coaches, etc.

The following telegrapher's and agent's positions have been filled as per the May bulletin: West Junction, third trick operator, H. Peecher; Musselman, agent-operator, J. D. Henson; Oak Hill, agent, P. P. Potts; Grosvenor, agent-operator, H. H. Hulbert.

The cooperative store is now a reality. A large store room on East Main Street has been rented and is being put in shape for immediate occupancy. By the time this appears in print business will have started in full blast and the battle against old "Hi Cost" will be on.

The passenger traffic of the C. H. & D. will be routed via the main line of the Baltimore and Ohio at Musselman, west of Chillicothe, and at Vause's Station, east, entering the city at the Union Station. By making up trains in the east end of the local yards and sending a large part of the westbound freight over the C. H. & D. lines from West Junction or Vause's Station to Musselman, the congestion in the Chillicothe yards, particularly at Main Street, will be eliminated.

And now, watch us grow. A Government military cantonment will be built near Chillicothe, situated directly on the Baltimore and Ohio. This is a large order and will mean a huge increase in freight and passenger traffic for the local division to take care of. The construction contracts for the big camp, involving, as they do, expenditures of more than four million dollars and requiring approximately 4,000 carloads of material to be brought to the site, will cause the Ohio Division to build several miles of track to handle this business. A new station will probably be built out at the Kite track entrance to the camp, which will be a city in itself. The cantonment, when completed, will comprise one thousand barrack buildings, enough to house forty thousand men. Twelve thousand horses will be brought here for training purposes, and this means an average of two hundred carloads of supplies and provisions to be handled each day over the Baltimore and Ohio.

Employes of the Ohio Division were saddened by the news of the death of passenger conductor Daniel Touhy, who died in his home in Price Hill, Cincinnati, on June 3, after a brief illness.

Mr. Touhy was born on February 4, 1856, and entered the service as a freight brakeman on May 26, 1873. He was promoted successively to train baggagemaster, freight conductor, general yardmaster at Cincinnati, and to passenger conductor in March, 1912. His clear record from the date he entered the service, his alertness and close attention to the business of handling the trains he had charge of and his unfailing courtesy to all those with whom he came in contact, won for him the admiration and respect of officials and employes alike. The sympathy of the entire Division is extended to his bereaved family.

Courtesy Pays

By Harry Feinstein

Superintendent, The Cincinnati, Hamilton and Dayton Storage Warehouses

OUR department is deriving additional revenue and many other benefits by extending COURTESIES to our patrons. Whenever possible we try to stretch a point and to accommodate. Our business has been built up by so doing. We have found this to be appreciated and not forgotten by our customers. Now, in the interest of both the Baltimore and Ohio and The Cincinnati, Hamilton and Dayton, let's all get together and think of this and other methods to increase the earnings of our roads.

C. W. Bailey, agent-operator at Madisonville, Ohio, after forty-three years of service, has been retired and pensioned.

During his entire service Mr. Bailey has had a clear record, of which he is justly proud. He was born on May 7, 1852, and entered the service as agent-operator at Madisonville on May 1, 1874, on the old Marietta and Cincinnati Railroad. He served continuously at Madisonville until he was retired on his sixty-fifth birthday. His record speaks for itself. The officials and employes of the Ohio Division take this opportunity of congratulating him on his long and honorable railroad career. They bid him good-bye with great regret, and wish him many more prosperous and useful years.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

R. B. MANN.....Chairman, Superintendent, Seymour, Ind.
S. U. HOOPER.....Trainmaster, Seymour, Ind.
J. B. PURKHISER.....Trainmaster, Seymour, Ind.
H. R. GIBSON.....Division Engineer, Seymour, Ind.
J. E. QUIGLEY.....Master Mechanic, Seymour, Ind.
S. A. ROGERS.....Road Foreman of Engines, Seymour, Ind.
M. A. MCCARTHY.....Division Operator, Seymour, Ind.
P. T. HORAN.....General Foreman, Seymour, Ind.
E. MASSMANN.....Agent, Seymour, Ind.
J. E. SANDS.....Agent, Louisville, Ky.
J. E. O'DOM.....Special Claim Agent, Cincinnati, O.

ROTATING MEMBERS

L. N. SIMMONS.....Fireman, Seymour, Ind.
A. BECK.....Conductor, Seymour, Ind.
LON DURHAM.....Passenger Engineer, Louisville, Ky.
C. W. KLINE.....Track Foreman, Osgood, Ind.

Effective June 20 Ross B. Mann was appointed superintendent of the Indiana Division, vice R. B. White, transferred.

Effective June 1 W. D. Stone was appointed storekeeper at Ivorydale, vice G. E. Cotton, resigned to accept service with another company.

Effective June 15 J. J. Gallagher was appointed agent at Eighth Street, Cincinnati, vice W. L. Burkline.

Effective June 21 G. V. Copeland was appointed day chief train dispatcher, vice H. S. Smith, promoted, and C. F. Dixon was appointed night chief dispatcher, vice Mr. Copeland.

Cincinnati Terminal

Correspondent, JOSEPH BEEL, *Transportation Department*

Divisional Safety Committee

T. L. TERRANT.....Chairman, Assistant Superintendent
J. WEIDENWEBER.....Secretary
J. H. MEYERS.....Trainmaster
C. H. CREAGER.....Road Foreman of Engines
L. A. CORDIE.....Assistant Terminal Agent
A. J. LARRICK.....Car Foreman
J. A. TSCHUOR.....General Foreman
G. A. BOWERS.....General Foreman
T. MAHONEY.....Supervisor

ROTATING MEMBERS

E. R. HOTTEL.....Machinist
H. W. KIRBERT.....Engineer
C. R. DOOLITTLE.....Yardmaster
G. HURDLE.....Inbound Foreman
R. H. SEARLS.....Claim Clerk
A. J. HEIRD.....Yardmaster

Illinois Division

Correspondent, C. D. RUSSELL, *Extra Train Dispatcher*, Flora, Ill.

Divisional Safety Committee

C. G. STEVENS.....Chairman, Superintendent
L. F. PRIEST.....Secretary, Secretary to Superintendent
K. S. PRITCHETT.....Trainmaster
J. W. ODUM.....Trainmaster
W. F. HARRIS.....Master Mechanic
F. HODAPP.....Road Foreman of Engines
C. E. HERTH.....Division Engineer
H. E. ORR.....Master Carpenter
C. S. WHITMORE.....Signal Supervisor
M. F. WYATT.....Supervisor
G. H. SINGER.....Agent, East St. Louis
C. S. MITCHELL.....Agent, Flora

ROTATING MEMBERS

H. W. CREAGER.....Engineer
L. R. PEEPLES.....Fireman
R. R. PARISH.....Conductor
N. MCDONALD.....Brakeman
J. W. WALKER.....Machinist
JNO. ROCHE.....Boilermaker
A. W. HENINGER.....Car Inspector
J. J. SHANNON.....Track Foreman

Effective June 20 C. G. Stevens was appointed superintendent of the Illinois Division, vice Ross B. Mann, transferred.

A fine spirit of loyalty was manifested in the raising of the Stars and Stripes at Washington Shops on June 9. The day will be remembered for a long time to come, as there was a double flag raising. One flag was hoisted on the main office building, the ceremonies beginning at 4.00 p. m., the other was hoisted on the paint shop, in the Car Department, at 3.00 p. m. At 2.00 p. m. the crowd began pouring onto the shop grounds and attended the car shop flag raising. The program follows:

Solos by Miss Bessie Porter and Mr. L. D. Bartlett, accompanied by the Washington Band; patriotic address by Hon. J. E. Thompson, of Washington; raising of the flag by painter foreman J. J. McNamara. During the ceremony our cabinet shop foreman, John Friederich, played a slide trombone solo, of his own composition. Some artist is our John!

When the ceremony was completed, the crowd moved to this Main Office Building, for the ceremony which was conducted by the Locomotive Department forces. The building was decorated from top to bottom with red, white and blue. On the stand were seated seventy-five small school children, principally girls, in charge of Mrs. J. J. Rose and Mrs. Charles Fullerton, and a squad of Boy Scouts. Others on the stand were Mayor McCarty, who acted as master of ceremonies, former senator D. E. Dick, of Maryland, who is now fuel inspector of our road, and medical examiner Sellman. Mayor McCarty delivered an address in which he lauded the Baltimore and Ohio and its employes, saying that they were the mainstay of Washington. Senator Dick's speech so enthused the audience that every man and woman was ready to volunteer for the Nation's service when he finished. The children then sang a verse of the "Star Spangled Banner," accompanied by the High School Band, under the direction of Professor Dillard. The Boy Scouts surrounded six little girls, the Misses Virginia Rose, Marjorie Fullerton, Mildred Mischler, Rhea Vance, Dorothy Moore, Quiltilda Malone, who were dressed in white, with blue sashes and red ribbon in their hair, and raised the largest flag in Washington to the top of the ninety-eight foot staff, while all present sang another verse of the "Star Spangled Banner."

What makes our machinists timid when entering the holy bonds of matrimony? We understand that Richard Smeltzer was afraid to tackle marriage alone, so he enticed Edward Nimnicht to wed, too. Both couples are touring the west on their honeymoons, and have the boys' heartiest congratulations.

Speaking of marriages, did you hear that our shop draftsman, Joseph Minter, took to himself Miss Jessie Landis as a wife?

Effective June 20 C. G. Stevens was appointed superintendent of the Illinois Division, with headquarters at Flora, vice Ross B. Mann, transferred.

Effective the same date J. W. Odum was appointed trainmaster of the Illinois Division, vice Mr. Stevens.



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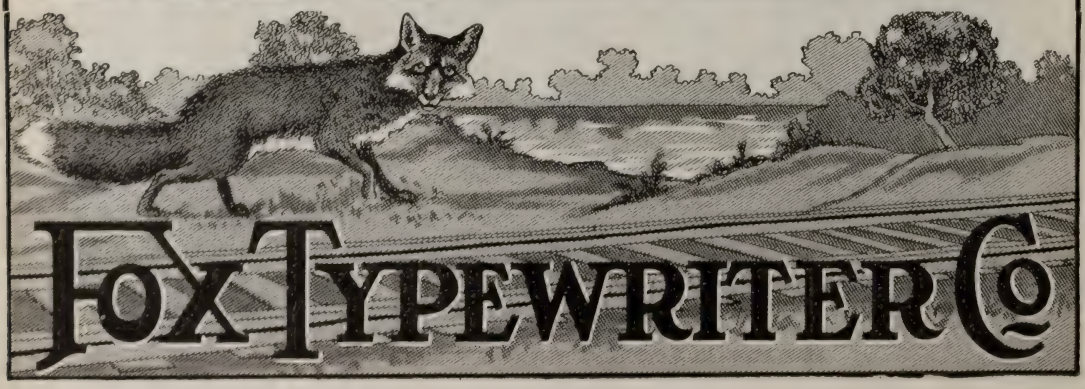
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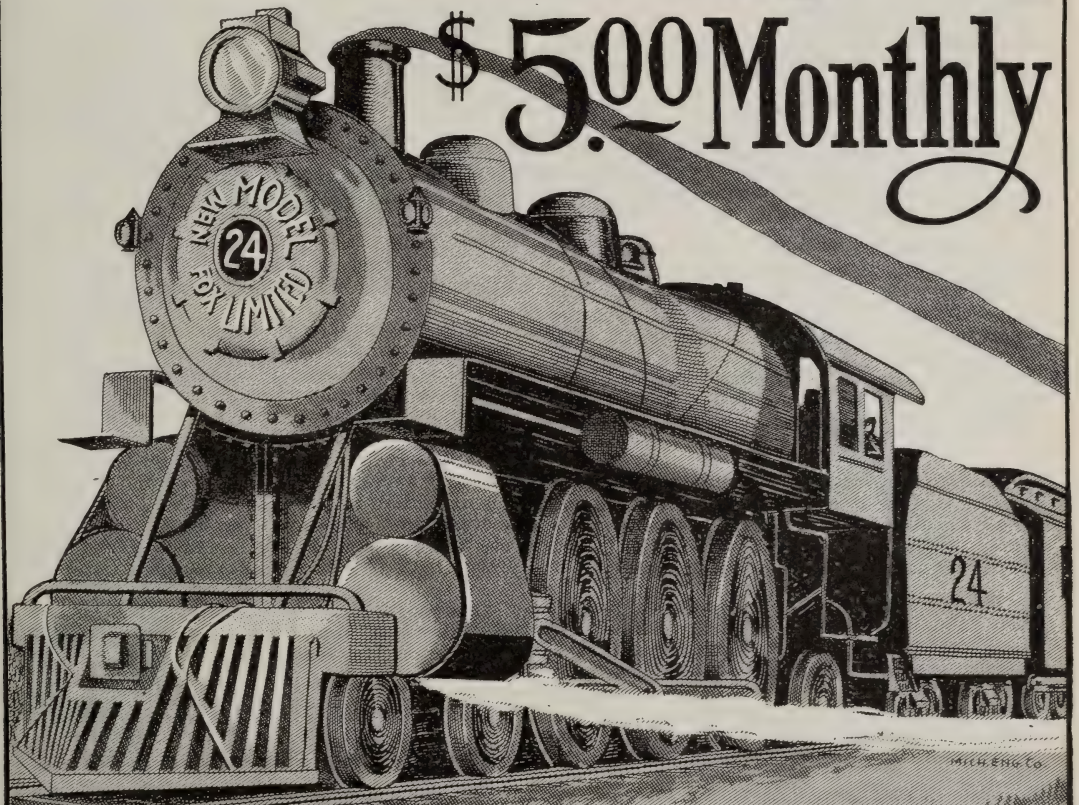
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Toledo Division

Correspondent, I. E. Clayton, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

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R. W. Brown.....Trainmaster
F. J. Parrish.....Division Engineer
I. E. Clayton.....Division Operator
Harry Driver.....Machinist
Fred Irey.....Road Engineer
F. McKillips.....Yard Conductor
P. K. Partee.....Secretary, Secretary to Superintendent

Many vacancies in the Dayton offices, caused by young men leaving to join the colors, have been filled by the employment of young women. Among these newcomers are Miss Thelma Foley, office girl in the superintendent's office, the Misses Alma Olive and Anna Reeves, stenographers in the division engineer's office, and Miss Mary Flanford, invoice clerk and Miss Jessie Munch, assistant timekeeper, in the division engineer's office, and the Misses Maud Veidt, Vivian Berfoot and Marian Hurley, in the agent's office.

E. J. Soehner, accountant in the division engineer's office and C. A. King, bridge inspector, have left the single ranks and recently taken unto themselves helpmates.

A. N. Davidson, assistant division engineer at Dayton, has been transferred to assistant district engineer of the Southwestern. He is succeeded by W. P. Ball.

The boys of the Toledo Division are showing their patriotism by responding to the call of their country. A. R. Burkhardt, of the division engineer's office, enlisted in the Quartermaster's Department of the regulars; Paul Partee, W. R. Sauberan and C. R. Townsend, of the superintendent's office, Lester Underwood, Harry Snyder and James Foley of the agent's office, and Howard White of the master mechanic's office have joined Battery D.

William O'Leary, assistant cashier at Dayton for the last four years, died at his home on May 12, after an illness of about nine weeks. Our deepest sympathy is extended to his bereaved parents and brothers and sister.

The Greater Dayton Association, through Mr. John H. Patterson, offered prizes for the best kept pieces of track through the city of Dayton. Section foreman Charles Hunt got busy (he is always on the alert) and won first prize, $25.00. Mr. Hunt has been in the service for five years, and is one of the most efficient section foremen in the service.

Train dispatcher and Mrs. G. C. Smith have left on their vacation. They will visit Chattanooga and St. Louis.

I. E. Clayton, train dispatcher, has been appointed division operator, succeeding H. W. Brant, who was appointed trainmaster of the Wellston Division. Good luck "Ike!"



THE TRIPLE ALLIANCE—STOREKEEPERS DAWSON, SCHWAB AND COTTON

Wellston Division

Correspondent, H. T. Heileman, *Timekeeper* Dayton, Ohio

Divisional Safety Committee

E. J. Carrell.....Chairman. Superintendent
H. G. Snyder.....Division Engineer
Geo. Carr.....Division Foreman
J. N. Ginan.....Conductor
J. T. McGee.....Engineer
M. Roach.....Car Inspector
W. A. Bean.....Machinist
H. F. Schwab.....Division Storekeeper

The accompanying picture shows that harmony exists between the storekeepers on the Toledo and Delphos Divisions. Reading from left to right, the gentlemen in the picture are: V. N. Dawson, of Lima; H. F. Schwab, of Dayton, and G. E. Cotton, of Ivorydale.

After twenty-seven years of continuous service with this Company, engineer C. H. Littler died on April 18, after a short illness. Mr. Littler entered the service as a fireman, in 1890, and in August, 1893, was promoted to engineer, serving in that capacity at Wellston until the illness which resulted in his death. His long career with this Company has been a loyal and faithful one, and his valuable services will be greatly missed. The Company, and all the boys on this division, express their deep sympathy to his family in their great loss.

Operator J. Redfern is now filling the position at Jamestown, Ohio, made vacant by the death of operator H. J. Warneke.

Sandy Valley & Elkhorn Railway

Correspondent, George Dixon, *Chief Clerk*

Divisional Safety Committee

H. R. Laughlin.....Chairman
A. W. White.....Supervisor M. & W. Department
D. W. Blankenship.....Section Foreman
S. H. Johnson.....Engineer
E. E. Cassidy.....Fireman
J. M. Moore.....Conductor

Baltimore & Ohio Employes Magazine



August 1917



The Answer in the Back of the Book

¶ When you went to school and studied a difficult problem you often wished that you could turn to the back of the book and find the answer. You have been fighting your way in life, solving most of your problems as they came up. You are now a good citizen of your town, yet you have never had a permanent home in the town. The problem of a home is still unsolved—how to locate one and how to own it.

¶ You can find the answer to your problem in the Regulations of the Relief Department.

¶ In the back of the book in the section devoted to the Savings Feature you will find the regulations covering the purchase of a home.

¶ There are always some details to be explained and that is what we want to do for you.

¶ Write to "Division S" of the Baltimore and Ohio Relief Department, Baltimore, Md., and let us tell you just how the Regulations work for you with the Savings Feature plan that assists employes to purchase their own homes.

¶ The Relief Department has properties at various points on the System and will be glad to sell them to employes on the monthly payment plan.



Finish This Story For Yourself—

The girl got $6 a week and was lonely. "Piggy"—you can imagine his kind—was waiting downstairs. He knew where champagne and music could be had. But that night she didn't go. That was Lord Kitchener's doing. But another night?

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tells about it in this story, with that full knowledge of women, with that frank facing of sex, and that clean mind that has endeared him to the men and women of the land. From the few who snapped up the first edition at $125 a set before it was off the press, to the 120,000 who have eagerly sought the beautiful volumes offered you here—from the professional man who sits among his books to the man on the street and to the woman in every walk of life—the whole nation bows to O. Henry—and hails him with love and pride as our greatest writer of stories.

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Send the Coupon and you will understand as never before why other nations are going wild over him.

Why memorials to him are being prepared; why universities are planning tablets to his memory; why text books of English literature are including his stories; why colleges are discussing his place in literature; why theatrical firms are vying for rights to dramatize his stories; why newspapers all over the country are continually offering big sums for the right to reprint his stories.

Send the Coupon Without Money

We will ship the complete sets so that you can look them over in your home and then decide whether or not you wish to buy. If you are not delighted with O. Henry and the free Kipling notify us and we will take the sets back as cheerfully as we sent them. How could any proposition be more fair?

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If you prefer the set of O. Henry in cloth binding change price $19.50 to $15.00, and change monthly payments from $1.50 to $1.00. There is so small a difference however between the price of the cloth and the beautiful half leather that we strongly urge our customers to buy the half leather.

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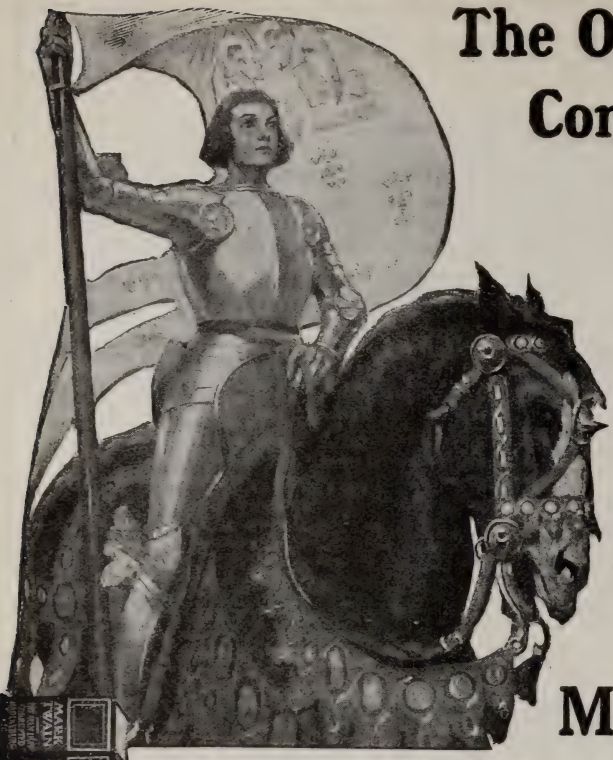
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A simple little girl of sixteen played one day in a little lost village. The next year, in supreme command of all the troops of France, she led them in triumph to victory.

Great dukes bowed before this girl, who could not read. Sinful men, men who had cursed and drunk and murdered all their days, followed her meekly.

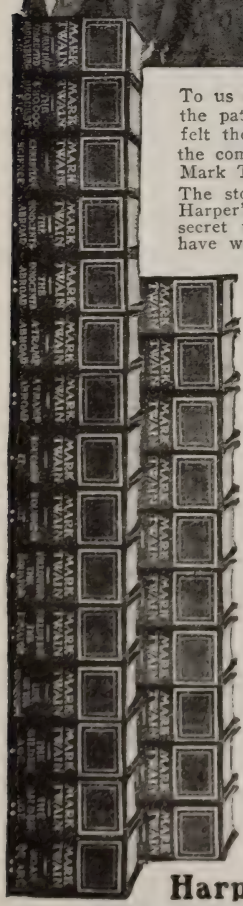
It is the most dramatic, the most amazing story in the whole story of human life. In the dim, far-off past, Joan of Arc went her shining way in France—and her story was never told as it should have been till it was told by an American—

MARK TWAIN

To us whose chuckles had turned to tears over the pathos of "Huckleberry Finn"—to us who felt the cutting edge of "Innocents Abroad"—the coming of "Joan of Arc" from the pen of Mark Twain was no surprise.

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Born poor—growing up in a shabby little town on the Mississippi—a pilot—a seeker for gold—a printer—Mark Twain was molded on the frontier of America.

The vastness of the West—the fearlessness of the pioneer—the clear philosophy of the country boy were his—and they stayed with him in all simplicity to the last day of those glorious later days—when German Emperor and English King—Chinese Mandarin and plain American, all alike, wept for him.

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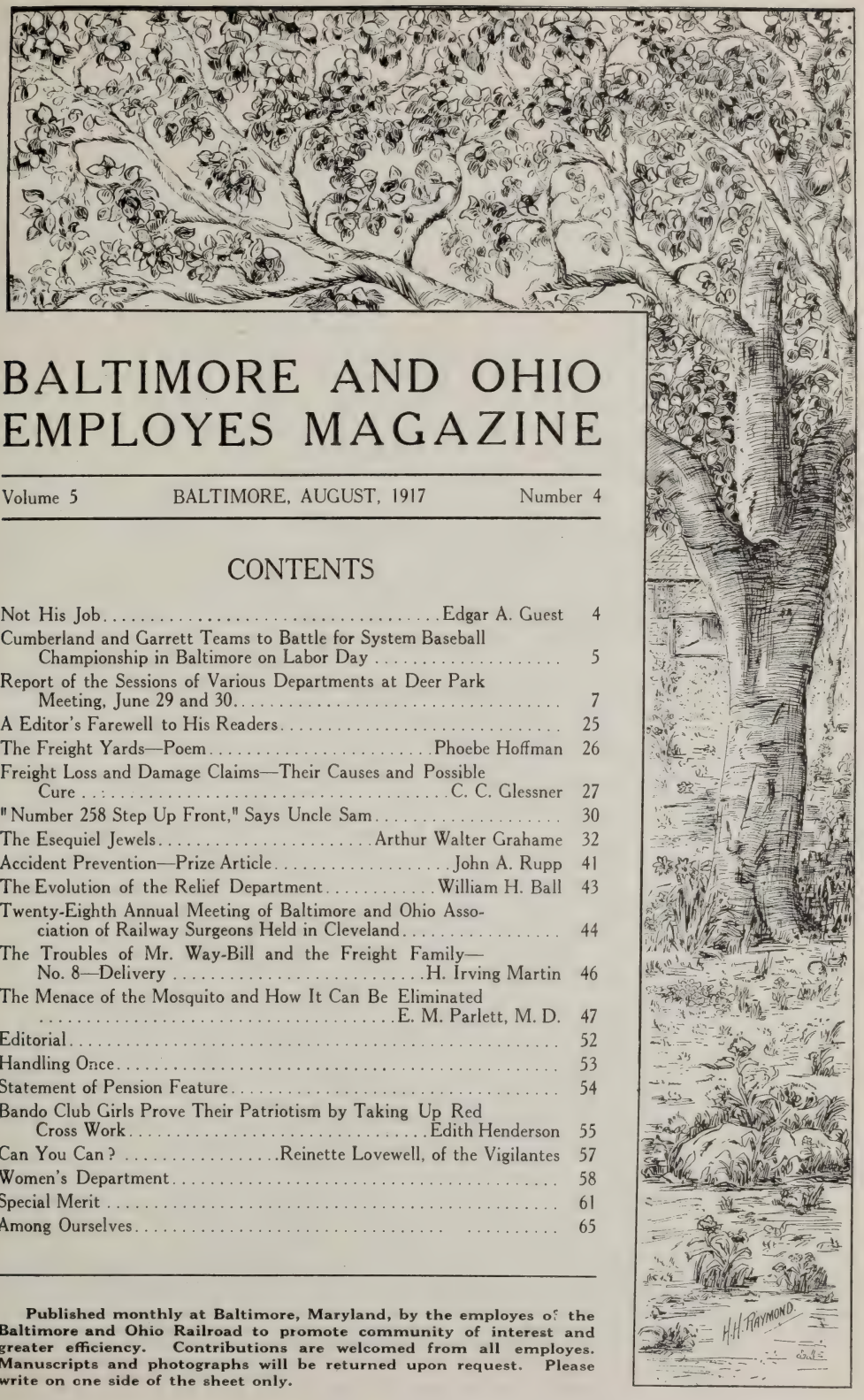
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, AUGUST, 1917 Number 4

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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.

Not His Job

By Edgar A. Guest
in Detroit Free Press

"I'm not supposed to do that," said he,
When an extra task he chanced to see;
"That's not my job, and it's not my care,
So I'll pass it by and leave it there."
And the boss who gave him his weekly pay
Lost more than his wages on him that day.

"I'm not supposed to do that," he said;
"That duty belongs to Jim or Fred."
So a little task that was in his way
That he could have handled without delay
Was left unfinished; the way was paved
For a heavy loss that he could have saved.

And time went on and he kept his place
But he never altered his easy pace,
And folks remarked on how well he knew
The line of the tasks he was hired to do;
For never once was he known to turn
His hand to things not of his concern.

But there in his foolish rut he stayed
And for all he did he was fairly paid,
But he never was worth a dollar more
Than he got for his toil when the week was o'er;
For he knew too well when his work was through
And he'd done all he was hired to do.

If you want to grow in this world, young man,
You must do every day all the work you can;
If you find a task, though it's not your bit,
And it should be done, take care of it!
And you'll never conquer or rise if you
Do only the things you're supposed to do.

Cumberland and Garrett Teams to Battle For System Baseball Championship in Baltimore on Labor Day

CUMBERLAND and Garrett will cross bats for the championship of the Baltimore and Ohio System Baseball League, at Homewood Field, Baltimore, on the afternoon of Labor Day, September 3. The teams, winners of the lines east and the lines west championships, will contest for the Thompson Challenge Cup, won last year by Philadelphia, and the Davis Cup, which becomes the property of the 1917 champions. The former was presented by A. W. Thompson, vice-president of the Traffic and Commercial Development Department, and the latter is a gift from J. M. Davis, operating vice-president. The Welfare Bureau will present watch fobs to the members of the winning team.

The championship game this year, the second since the System-wide athletic program was inaugurated, promises to draw a crowd that will tax the capacity of the Johns Hopkins University field. Elaborate plans have been made to handle the crowd, and special attention has been given the details assuring safety and comfort for the players and fans. Meantime the Maryland boys and the Indiana lads are working hard to put on the finishing touches for the big event.

The success of the baseball season which closes on Labor Day is due to the excellent work of the General Athletic Committee, composed of Dr. E. M. Parlett, chief of the Welfare Bureau, and six chief clerks representing general superintendent districts and other so-called units on the System, and the whole-hearted cooperation of officials and employes.

The athletic committee has met in executive session monthly, and before the season opened a book of rules was printed and freely distributed among superintendents and other officials and baseball players for their uniform guidance. The first page of this little book tersely sets forth the why and wherefore of a System baseball league.

"The purpose of the management in organizing a System-wide baseball league," it says, "is to promote health, welfare, the pleasant rivalry of clean sport, fellowship and recreation; to get as many employes as possible interested and playing and not to encourage or promote professionalism or specifically a specialty of high grade baseball proficiency.

"The trophies are awarded to stimulate interest and enjoyment in friendly contest, not the bitter antagonism of rivalry.

"Therefore, protests should be avoided as far as possible. Fair play, tolerance, temperance and kindly deportment on all occasions is insisted upon."

This has been carried out to the letter during the season. Those who witness the championship game at Baltimore will see the winners of a series of elimination contests noted for all-around clean sportsmanship.

On April 1 the 1917 season opened with fifty-one baseball teams, located as follows by divisional units:

Ohio	1	Ohio River	1
Illinois	3	New Castle	1
Indiana	3	Connellsville	1
Mount Clare	2	Pittsburgh	3
Toledo	4	Cleveland	4
Chicago	3	Maryland District	11
Newark	3	Staten Island	4
Wheeling	1	Parkersburg	1
Holloway	0	Grafton	1
Bridgeport	0	Baltimore and Ohio B'ld'g.	4

The time between April 1 and June 15 was devoted to testing out baseball candidates and playing games between teams on each of the divisions separately to decide division championships. The next month was utilized for games between divisions in each district separately to decide district championships. The winners were awarded silver cups, the gift of the general superintendents.

New York, Baltimore and Ohio Building, Mount Clare and Cumberland (Maryland district) were the successful teams on lines east. Chicago Junction (Northwest district), Washington—Indiana Shops (Southwestern district), Wheeling (West Virginia district) and Glenwood Shops (Pennsylvania district) lead the lines west.

During the period between July 15 and August 18 inter-district games between district champion teams on lines east and west separately were played. Cumberland captured the eastern contests on August 11, when by a score of 10 to 0 New York's colors were lowered. The game was played at Cumberland. On the same day the lines west championship was won by Garrett at Washington, Ind., when the home team went down to defeat by a score of 3 to 1.

As stated above the Davis Cup will be presented outright to the 1917 System championship team. The Thompson Cup, however, remains a challenge trophy until it is captured three successive seasons by the same team. These cups have been sent all over the System for display at points where the greatest number of employes may view them.



STANDARD TRACK AT WEST END OF BOARD TREE TUNNEL, ON THE WHEELING DIVISION

Reports of the Sessions of the Various Departments at the Deer Park Meeting, June 29 and 30

IN the July issue of the MAGAZINE there was published a brief account of the meeting of the officers of the Baltimore and Ohio System at Deer Park Hotel on June 29 and 30, and President Willard's patriotic and inspiring speech was printed in full. The following are accounts of the sessions of the various departments of our service. Limited space has made it impossible to print the addresses in full, but an earnest effort has been made to give the gist and salient points of each of them. It is regretted that space does not allow us to print in full Mr. Norton's talk on the great work of the American Red Cross but as he and other able writers and speakers are continually keeping the public informed as to the needs and progress of the Red Cross it was not deemed wise to print his address to the exclusion of purely railroad topics.

The Session of the Traffic and Commercial Development Department

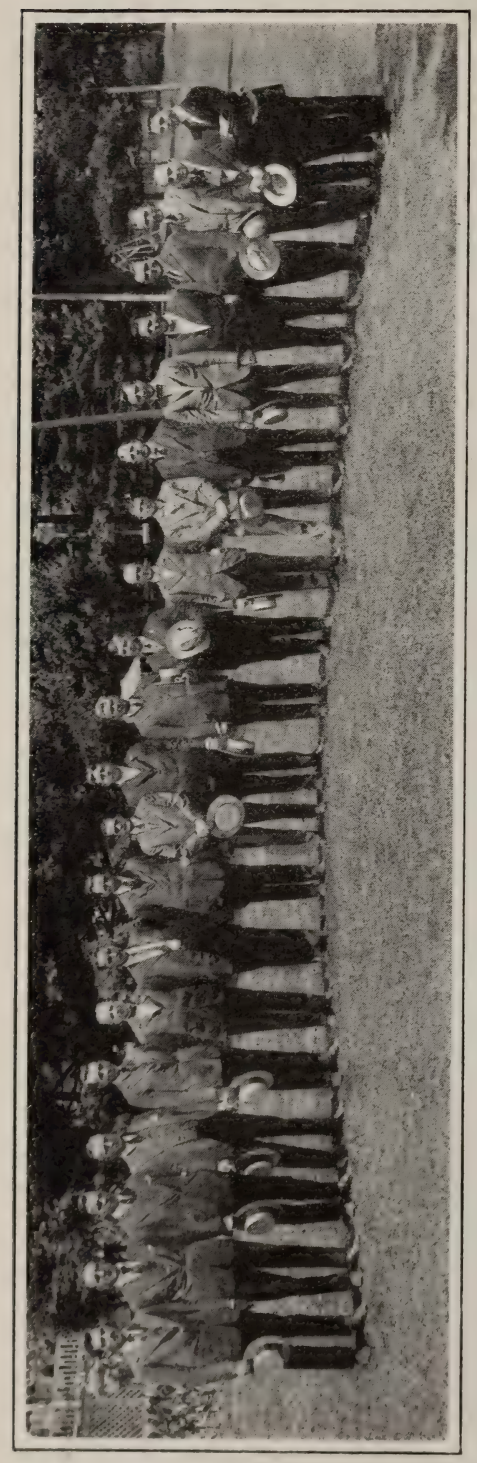
The morning of the first day of this year's Deer Park meeting was devoted to listening to Mr. Willard's masterly talk on the duty of the Baltimore and Ohio man—and of the officers and employes of all other railroads—in the present international crisis. After luncheon the officers again assembled in the convention hall and the session of the Traffic and Commercial Development Departments was called to order at two o'clock, vice-president A. W. Thompson presiding.

Mr. Thompson's Address

Mr. Thompson opened the session by inquiring why, after listening to Mr. Willard's address, there was any use in further conversation.

"The only possible thing that I can see to do," he said, "is to supplement some of the things Mr. Willard said by asking our traffic officers to go a little more into detail as to some of the things they are doing and to tell us what is the future of the Commercial Department of the Baltimore and Ohio. Of what use is the Traffic and Commercial Development Department at this particular time? Why should we try to get a lot of additional industries on the System when it is generally understood that we now have more business than we can take care of; and that, if we could take care of twenty-five or thirty per cent. more business than we now handle it would be offered to us because of our connections and other railroads being unable to handle the business that is being offered them? Let us discuss this situation and see if there is anything that the Traffic Department or the Commercial Development Department can do, and, of course, we must discuss it along the lines outlined by our president this morning. What can we do to help win the war?"

Mr. Thompson then outlined the rearrangement of the Traffic Department and the creation of the Commercial Development Department about a year ago, remarking that while nearly all of



THE OFFICERS OF THE COMMERCIAL DEVELOPMENT DEPARTMENT

the officers of the Company were familiar with the work of these departments during the last year he thought that a further discussion of their work would be interesting to those who had not had the opportunity of becoming acquainted with just what was in the minds of the head of the department and his staff.

"In working out the reorganization," he continued, "it seemed that in some ways the railroads were not proceeding along the same lines as do industrial companies, that is, that in handling business presented them in lean years they had fallen somewhat in a rut. Sometimes officers in charge of traffic said—'well, there isn't any business now, so we can't get it,' or, 'there isn't enough business to go around and we are getting all we can.' So far as I know there was then no measure to discover whether or not that was true, and a little later in the afternoon I want to ask some of our traffic officers what is their measure, in other words, what is their yardstick. In other departments they have yardsticks—they have units of operation. It seems to me that there should be units in all departments, that there should be a measure, that there should be standards that we can live up to.

There has been a great change in the last few years in the handling of railroad business, and in reorganizing this department, and in creating the Commercial Development Department, Mr. Willard made the first step of its kind in this country. In the last year three other large systems have fallen in line and created departments somewhat similar to ours, indicating that this step has the approval of those railroads at least. The public, too, has seen the work that has been done and by using our lines has given its approval—I believe even to a greater extent than was anticipated by our president.

"This morning Mr. Willard spoke of the trainload. What can the Traffic and Commercial Development Departments do in the matter of the trainload? At first thought you may think that we can do nothing. But a great deal can be done. The officers of this department are already at work on the problem—it is

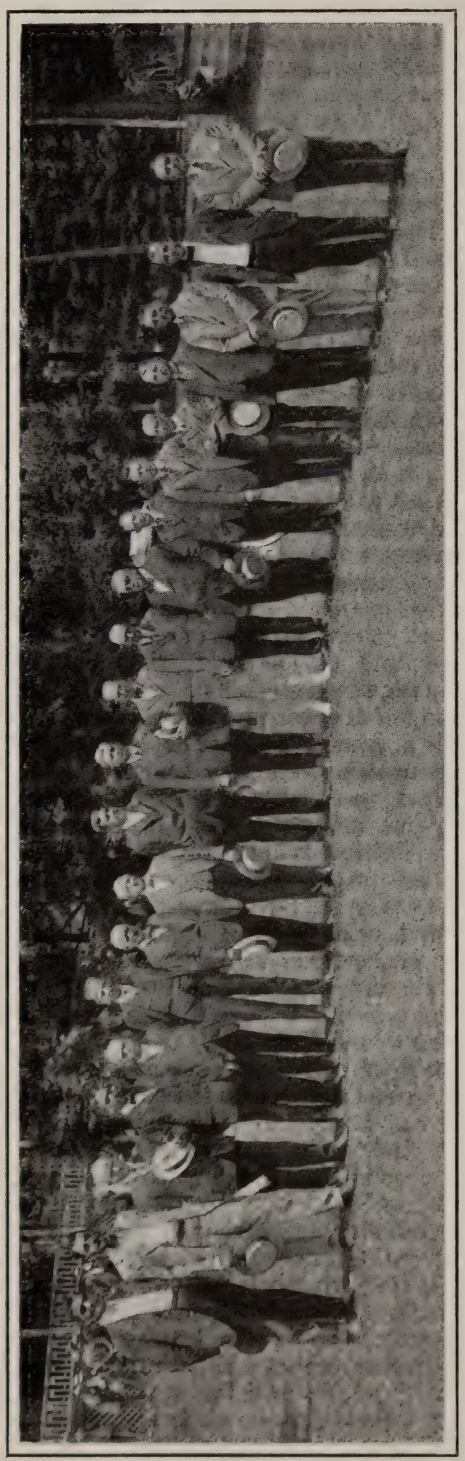
usually considered an operating problem, and the largest part of it is an operating problem—but in getting business, in dealing with the public, we are handling thirty-five per cent. of our car miles—empty car miles—in order to get the cars to some place where there are loads for them. That is too large a percentage. Every car that can be loaded in the direction that it now travels light means that much more added to our trainload. The Operating Department, in returning the car to a place where it can be loaded, can haul it with a load at a very small increase in cost, so that in building up the business of our Company a great deal can be done by our traffic officers in arranging for business in the direction in which our cars now usually travel light. A little later we will have one of the officers of the Freight Traffic Department talk on that subject."

As an illustration of the work of the Commercial Development Department Mr. Thompson spoke of the situation in the glass industry, which uses many carloads of glass sand in the manufacture of glass. Most of the glass plants are in the great industrial territories—Pittsburgh, Clarksburg, Fairmont, and in West Virginia and Ohio. Some years ago Defiance and Fostoria, on the Chicago Division, were large glass manufacturing centers, but because of the exhaustion of the natural gas with which these communities had been favored the plants were moved away, to the great detriment of the general business of the territory. If proper attention had been given the matter of making it possible for these plants to continue the manufacture of glass without natural gas they would have remained. A similar situation now confronts the glass manufacturing districts of West Virginia. Natural gas is giving out. But our Commercial Department, through our commercial and industrial men, is working out methods to show the manufacturers how to use producer gas, and there is so little difference between the costs of the natural and artificial gas that many of the plants have started to use producer gas, having a gas plant at each of their plants.

"How does that help win the war?" asked Mr. Thompson. "What has glass to do with the winning of the war? What has industry to do with the winning of the war? It is the plan for this year, in following out the policy outlined by our chief executive, to arrange for industrial plants coming to the Baltimore and Ohio such locations that their cost of production will be the lowest, that their markets will be the broadest, that the housing conditions and surroundings will be the best for their particular purpose—all of which means a good net result for that particular industry. If we are able to get industries of that kind located along our lines—munition plants and powder plants such as are now being located—the result will be a general better handling of the business of the country and instead of having a number of inefficient plants on our System we will have a number of effective plants. They will be able to get out their product promptly, efficiently and at low cost, they will be producing the materials necessary for the winning of the war in a manner that will create a greater production, one of the things most necessary just now.

"Up to yesterday seven hundred and thirty-one industries have been located on the Baltimore and Ohio since we met here last year. That means two new industries a day, Sundays and holidays included, each of them requiring a side-track connection; on an average every morning and every afternoon a side-track was put in for a new industry on the Baltimore and Ohio.

"It is true that at present there are more carloads of freight to be transported than can be handled by the railroads. Some industries are expanding their plants, some are abandoning their old plants and with the profits they have made building new plants for the purpose of operating more efficiently, and are now taking advantage of new long-time contracts and future business to build up a plant which, in the lean years, will produce results that will keep them going. So, after all, in bringing new industries to our lines we are creating a prosperous future for our railroad, which is what we want to look forward to.



VICE-PRESIDENT THOMPSON AND HIS STAFF

"Conditions after the war is a subject of discussion by a great many business men and economists in this country. It will be a war for trade and in building up a machine, building up business now that will win the present war we must not lose sight of the problems that will confront us at its close.

"Again, in connection with train loading, it seems to me to be most important that we pay closer attention to the loading of cars both ways, insisting upon getting a capacity load for all our cars. Unfortunately, in the past, because of competition, railroads have not paid as much attention to that subject as they should have. At this particular time we are able to get business in a manner never before acquired. Take fertilizer as an example. It is usually loaded in cars in bags, two bags to a tier, but this year the fertilizer manufacturers needed the cars and they very willingly permitted the tariffs to be changed, calling for the loading of a higher maximum, or three tiers in a box car. That resulted in a very material saving in box cars on our road—I think it has been calculated that some 2,900 cars were saved on the eastern part of the road alone, and this year more fertilizer was handled by our road from points where it is manufactured—principally in the East along Chesapeake Bay—to western points than was ever handled in any previous year. In doing that our railroad was of great service in supplementing the work of the Department of Agriculture in getting more intensive cultivation of the soil.

"Cement manufacturers have been accustomed to loading 60,000 pounds in cars of 100,000 pounds capacity, but when they were brought together and the situation explained to them they very readily agreed to load their product, if we could get the shippers generally to agree, to the full capacity of the cars. Naturally, they were more than willing to sell 100,000 pounds of cement instead of 60,000 pounds. Today we are increasing the carload in that direction, which means a greater trainload and which means that when we haul a car

we have less dead weight per ton hauled with 100,000 pounds in a car than with 60,000. That is what the Operating Department is after—to get the greatest amount of net. And let me say right here that the Commercial Department, if it is going to be a business department—and that is what it has been asked to be, and what it is reasonable to ask it to be—must see to these things. It is not simply a question of getting gross earnings simply to show high gross. This railroad, like any industrial concern, is a business concern. What we are after is the greatest possible net, and unless we pay attention to the loading of our cars, to getting the greatest load, to getting the greatest trainload, to getting the minimum number of empty car miles to the total mileage, we are not doing our work in a business-like way, and there is great room for improvement in that direction. In fact, as Mr. Willard said of the Maintenance Department this morning, that will be a subject that we shall discuss continually and as long, I imagine, as any Commercial Department exists.

"Another duty of the Commercial Department is to help form public opinion. A great many statements about the railroads have been made in the papers in the last few years. Many of them were made with the full purpose of telling the truth, but too often they did not have correct information—they were incorrectly informed. In that connection our commercial men, in going about, in meeting Boards of Trade, Chambers of Commerce, and State Associations, carrying well in their minds what has been said this morning by our president, can bring before the public a source of truthful statements about the railroad that in the end must have a great effect upon the final result. Just think what a different opinion of the railroads the public has today from that which it had a few years, even a few months, ago. A year ago the situation was very acute, in fact, six months ago, before the war board was formed, it was very acute. It then seemed that conditions were so unsatisfactory, that there were so many misunderstandings, that the Government would have to take a hand in the operation of the railroads of our country. Then came this better understanding, which has been brought about by the things which have been done by a number of railroad officers who are sitting continually in Washington and, more particularly, by the thorough understanding of railroad affairs which we are so fortunate in finding in our president. He has communicated this understanding to the minds of government officials, which has created a situation that will go down in history and will be more and more appreciated as the years go by."

After the applause which greeted this statement had subsided, Mr. Thompson continued:

"The Commercial Department can do a great amount of work in rearranging pro rates, and in following up cars and seeing that they are properly routed.

"An instance recently called to my attention impressed me greatly. At a station just west of here a Santa Fe car was to be loaded at a point in Kansas, and the agent, when asked about the routing of the car, said 'Santa Fe car? Why Chicago, of course.' The car was routed through Chicago, and in going to Chicago from this portion of our System had to go through a most congested district—Wheeling or Pittsburgh—a territory which we want to keep business out of if possible. The correct routing of that Santa Fe car to its destination in Kansas should have been through the St. Louis gateway. Had the car been correctly routed our proportion would have been ten dollars and eighty-four cents more than it was. By that error our earnings were reduced and I suppose that there are cases of that kind occurring constantly. Through this Interchange of Commodity Bureau, which I shall refer to later, much is being done to supplement our gross earnings, and incidentally our net earnings, as it would have been in that case—the net would have been greater because of the car passing through a territory not so congested as Pittsburgh or Wheeling.

"Now, just a word about cooperation between the departments. I have heard it said—probably the cases are rare, but



OFFICERS OF THE ENGINEERING DEPARTMENT

the fact that they occur at all is sufficient cause for us to discuss the question—that when a shipment went astray, when things were not properly handled, when shippers complained, some of the commercial men said, 'Oh, that's up to the Operating Department. If the Operating Department had not fallen down the shipment would have gone through.' They did not realize that by that statement they did more to injure their railroad than by almost anything else they could have said. Our policy is, for the benefit of those who do not happen to know, that statements of that kind and such lack of cooperation are prohibited. We want, and we are going to insist upon, if it is necessary—although I do not think that it is—that the commercial men handle the business, the commercial side of the railroad, in a right and good way. It is not necessary—it is not ethical, to begin with—to pass it on to some other department. It's all Baltimore and Ohio. Every one of us is interested in the future of the Baltimore and Ohio, besides being interested in what we accomplish each day, and unless we take a portion of the responsibility, unless we know about the general business conditions on other railroads, as we do on our own, and keep well posted and talk to the shippers, we will not achieve the best results. We want the traffic men—the commercial men—if a shipper happens to see something about the movement of cars, or says that a certain division or territory is badly handled, to be able to come right back and say—knowing something about the situation, to begin with—'Why, you don't understand what that man has to contend with, you don't realize the volume of business that has to be passed through that particular territory. There isn't a man living who can do what you expect to be done!' Explain to the shipper what the railroads' problems are, explain to him what the railroads have had to do in the handling of business, and in meeting the increased expense and increased wages without an increase in rates. When you go home you can do all the talking you want to among yourselves—tell the man responsible just what

you think of him, but tell it to him in private, do not discuss it before the public.

"We have just passed through a long discussion of the rate question—not as long as the ones in 1910 and 1913, not as difficult a one by any means. The case in 1913 was so well prepared that the results, and the understanding, that the Interstate Commerce Commission gained at that time made this case very much easier, and we hope that in time we will see the railroads, in the eastern territory at least, getting a fifteen per cent. advance in their rates. This will come about unless the Commission in the meantime decides to suspend the rates; and so far there is nothing that indicates that they are going to do anything of that kind.

"That meant much work by many railroad officers, from presidents down. Various men from various departments were brought in to testify and to explain the situation of the railroads, and I think that today the Interstate Commerce Commission, as well as the general public, knows more about the railroad situation than ever before.

"Our Commercial Department officers were able, through representation of our case to various Boards of Trade and Chambers of Commerce, to get forty-seven resolutions from such bodies in favor of the rate advance.

"These resolutions, supplementing what has been said in Washington on the rate question, helped a great deal, and I want to take this opportunity to say publically to these officers that their accomplishment is worthy of great recommendation. It takes time, it takes study and preparation to be able to go before these various bodies of busy men, to be able to meet their arguments and to be able to come away with good feeling and resolutions such as I have already mentioned."

Mr. Thompson then spoke of embargoes, saying that they were a valuable aid to the Traffic Department in preventing congestion and in avoiding the tying up of equipment.

Mr. Wight Discusses Embargoes

He then called upon C. S. Wight, general freight representative, to speak on the subject. Mr. Wight said that war conditions have made a great difference in the manner in which railroads must be operated—instead of each road doing all the business it could, we are now working our railroads on the system of embargoes and permits. "At first," he said, "it was a needed relief to the Operating Department, but was considered quite unfortunate by the Freight Department and an annoyance by the shippers, but now the new conditions have made it plain to all that it was necessary to secure movement in reasonable time, and to continue to operate on the old system would have meant the tying up of the entire railroad traffic of the country.

"We finally proposed this—" he said, "let the Operating Department use every effort to relieve congestion before they ask for an embargo. Let all departments, especially the Freight Department, earnestly strive, when an embargo is ordered, to convince the public of its necessity and of the fact that it is, in the long run, an advantage to them. Today the shippers do not object to embargoes—they have been convinced that the situation requires them. To a certain extent we have educated the public on this point. But we should keep at it and convince the smaller shippers, as well, that what we are doing is for their benefit."

Mr. Wight also spoke in regard to our method of permits on goods for exports via Baltimore and on the measures that must be taken when the Government assumes control of all exports.

Mr. Thompson then spoke on the increase of our freight earnings—twenty-two and one-half per cent. increase since 1910—and of our improved equipment, over ninety-two per cent. of which today is steel underframe and steel cars, an improvement making possible a better handling of our business, a less number of our cars sent out for repairs, which means better dispatch for the commodities shipped over our road, and gives our commercial men a fine talking point in approaching the public. Ours is the highest percentage of steel underframe and steel cars in the United States."



THE MEN WHO SOLICIT OUR PASSENGER BUSINESS

Activities of Trunk Line Association

The next speaker was Archibald Fries, freight traffic manager. After outlining the history and work of the Trunk Line Association, which is composed of all the trunk lines leading from the Atlantic Seaboard to the west and which occupies a most important position in the railroad world, he told of some of its latest accomplishments. He said, in part:

"The Trunk Line Association initiated and bore the greater part of the burden of the fifteen per cent. rate advance, which we all hope is to be brought to a successful conclusion. In addition to that they have, in the last six months, been carefully analyzing the different rates, rules and regulations governing traffic in this territory, with a view to increasing the revenue whenever possible. At a recent meeting the association decided to eliminate the rule allowing free lighterage in New York Harbor. They have agreed to increase the minimum weight of merchandise cars from 10,000 to 12,500 pounds."

As soon as the rate increase is decided, the speaker continued, the Association would have to give its attention to the general readjustment of local rates in its territory. He also spoke, in connection with the rates on traffic going through the Potomac gateway, of the bureau for determining the cost of transportation organized by Mr. Thompson while vice-president in charge of operation, and continued by him in his present position, paying a high tribute to its efficiency.

After speaking briefly of conditions in the territory of the Central Freight Association the chairman called upon C. L. Thomas, freight traffic manager, who spoke on conditions in that territory. Mr. Thomas was followed by O. A. Constans, freight traffic manager, who spoke of conditions in Chicago, and by O. P. McCarty, who spoke on the subject of "Ideal Schedules."

Passenger Schedules

"There are several factors," Mr. McCarty said, "that enter into the making of a schedule. First, our terminal time is determined by the conditions—largely

by competition. The leaving time must be so fixed as to make connections and in a large commercial sense, best to accommodate the business traveler from that section. At the other end the time is fixed for us by the same method. These factors being determined, we aim to make as many as possible of the intermediate connections. We have a rather difficult problem to meet in making through schedules. We have four commercial centers, very important passenger cities, in the east—New York, Philadelphia, Baltimore and Washington (Washington is one of the greatest passenger cities on our System). We must adjust our schedules so as to take care of our Pittsburgh business both ways, and so as to make connections at Chicago. The perfect schedule, to my mind, is one that will meet these conditions and at the same time give the passenger a favorable and safe journey."

Continuing, Mr. McCarty said that our schedules had been very much improved in the last few years, and that at least four of our through trains between New York and Chicago have ideal schedules—schedules that are bringing us business. He also spoke of local and commuter schedules, remarking that in the commuter district the trains are classified, in railroad vernacular, as for the "Works," the "Clerks" and the "Skirts" —the early morning trains for the workers, the train arriving at about eight o'clock for the clerks, and the later trains for the professional train who are, in the parlance of the road, called the "Skirts."

In commenting upon Mr. McCarty's address Mr. Thompson said that the "Works," the "Clerks," and, despite the reduction in passenger schedules caused by war conditions, most of the "Skirts" were well taken care of and that the trains taken off were between ten a. m. and three p. m., for the "Skirts." He then introduced W. B. Calloway, general passenger agent, who spoke on methods of securing passenger traffic.

Mr. Calloway was followed by B. N. Austin, general passenger agent, who spoke of conditions in the Chicago District and by G. W. Squiggins, general passenger agent, who read a paper which will be printed in a later issue of the MAGAZINE. In introducing E. V. Baugh, superintendent of Dining Cars, Mr. Thompson said that the way to reach the heart of the small boy was through his stomach, and that the public is susceptible to the same method of proceeding.

Our Dining Car Service

"In the last eleven months," Mr. Baugh said, "we have served 528,459 meals on our regular passenger trains, an increase of 88,921 over last year.

"The total receipts of the department were $524,187.91, an increase of $111,-812.64—the largest eleven months the Baltimore and Ohio has ever had. The total expenses were $572,425.19—an increase in expenses of $144,916.09. The loss was $42,237.28—an increase of $23,123."

Mr. Baugh then spoke of the charge for bread and butter, and told some interesting things about our Dining Car Department.

"This department," he said, "is the fifth in size in the United States, and from the number of cars operated is third. We have twenty-five dining cars, ten parlor cafe cars, eight cafe coaches, and only one grill car—and thank the Lord for that. (Laughter.)

"We also have fifteen extra cars of all kinds, making a total of fifty-nine cars, and have three store-rooms, one in Baltimore, one in Cincinnati, and one in Pittsburgh."

Mr. Baugh also spoke of our coach lunch service, which provides refreshments for many who would not use the dining cars, and thanked Mr. Willard and Mr. Thompson for their cooperation.

"The Dining Car Department, myself at least, is not entitled to all the praise that is being showered upon it. I have divided it in this way—to the Mechanical Department I am going to give 12½ per cent. for the good condition in which they keep our cars. I am going to give 12½ per cent. to the Operating Department for the way in which they handle our cars, and 12½ per cent. to the Passenger Department for the support that they have given us. Twelve and four-tenths per cent. I am going to give



MOTIVE POWER OFFICERS

to my boss—he is entitled to it. The remaining one-tenth per cent. I am going to take myself for this reason (he didn't say to whom was due the other 50 per cent.): we have handled floods and washouts, turned somersaults for the Marshal of France, acted as butler for Mr. Balfour and become moving picture actors for Mr. Lowes, but there isn't a man in the room who has made us send out an S. O. S."

The chairman then spoke of our fine passenger service, saying that without doubt our engineers were doing the very best braking in the country. He then introduced C. W. Woolford, secretary to the Company, who told some interesting things about the history of our railroad. Mr. Woolford's address will be printed in full in a later issue of the MAGAZINE.

Chief Engineer Lane Tells of Improvements

The chairman then called upon H. A. Lane, chief engineer, who told of the many improvements recently completed, or now under way on our road. The most important of these, the new Curtis Bay Export Coal Pier, was fully described in the June issue of the MAGAZINE. Other improvements are a McMyler unloading machine and a thawing shed at Arlington, Staten Island, and the enlargement of the Arlington Yard; the changing of our east and west line in Philadelphia, which will give us access to the Delaware River water front territory; improvements at Locust Point, Baltimore, consisting of a new double deck shed pier (Pier 6) 1,000 by 130 feet, the rebuilding of Pier No. 5, and the installation of modern unloading machinery, and the rebuilding of Piers Nos. 34 and 35; the elimination of grade crossings at Cumberland; the renewal of a number of small bridges on the Connellsville Division; the construction of a connection between Hampton, on the Monongah Division, and Adrian, on the Coal and Coke Railroad, which will improve operating conditions in the West Virginia and Pittsburgh Districts; the elimination of the grade crossing at

Liberty Avenue, Pittsburgh, and the renewal of the viaduct leading to the Allegheny River bridge; the laying of double track, the elimination of grade crossing and the construction of a passenger station and a freight house on the Chicago Division; the renewal of bridges on the Southwestern; the construction of a connection between the Wellston and Toledo Divisions at Dayton; and the construction of the Long Fork Railway in Eastern Kentucky, from which it is estimated we shall receive 1,800,000 tons of coal the first year, and 4,000,000 tons per year within three years.

Automatic signals are being installed on certain sections of our line and passenger stations have been constructed at Malloneton, Pa., Canton, Defiance and Barnesville, Ohio, and Flora, Ill. Twelve new freight stations have been constructed. Various other improvements are contemplated, and through the work of the Commercial Development Department in inducing industrial plants to locate on our line many industrial lines are being built, notably our Patapsco Neck Branch, five miles long, which will reach the plant of the Pen-Mary Steel Co., at Sparrows Point, recently established by Charles M. Schwab.

Mr. Lane also spoke of the engineering problems in connection with National Army cantonments on our lines.

Mr. Thompson then called upon W. H. Manss, assistant to the vice-president, in charge of the Commercial Development Department, who spoke interestingly on the work of his department. His address will be printed in full in the September issue of the MAGAZINE. Mr. Thompson then called upon several gentlemen to rise, so that the assembled officers would have an opportunity to know them. Among them were W. W. Blakely, interchange commodity agent; George C. Smith, agent industrial survey; H. W. Hartzel, chief of industrial bureau, and the industrial agents present; Dr. Grimsley, of the Geological Department, and A. C. Spurr, special agent.

In closing the session Mr. Thompson said: "We heard such a good and sincere address by our president, whom we have followed as a leader now for eight years (he has come and talked to us each year) and who now brings us a message that I want to call to your attention as forcefully as I can—that is, what they are expecting of the railroads and of the transportation systems of the country. By doing what he has asked us to do, by giving him the support that he rightly deserves and that we should give him and that he has every right to expect, we support the President of the United States, we support this nation, and I want every man who is willing to give the fullest support that he possibly can, and thereby serve his country as well as this railroad, and serve a man who is earnestly working eighteen hours a day, to rise."

The session adjourned with every man pledging the support that Mr. Thompson asked.

The Session of the Accounting, Claims, Treasury and Relief Departments

The morning of Saturday, June 30, was devoted to the session of the departments reporting to vice-president George M. Shriver. George H. Campbell, assistant to the president, was in the chair, and opened the meeting by reading a telegram expressing Mr. Shriver's regret that important business made it impossible for him to attend the meeting. Vice-president Thompson then offered a resolution expressing the regret of the officers at Mr. Shriver's absence, which was carried unanimously. Mr. Campbell's opening address follows:

Mr. Campbell's Address

"I very much regret Mr. Shriver's absence for many reasons. I wish he might have been here yesterday to hear Mr. Willard's address, and today to preside. Mr. Shriver is a friend of everybody, his counsel is sought by almost everyone who knows him, and he is held in high esteem, and I know that we all feel his absence today.

"There are two things that our president said to us yesterday—it was all good, but there were two things that were impressed very strongly upon my mind. One was that in order to

meet the situation abroad we must meet it with engines and cars and material things. If we did not, we would have to meet it with the flesh and blood of our own sons. I speak feelingly because I have one son in the Army at present and one who is subject to draft, and there are many others I know in the audience in the same situation, and therefore if we will heed what Mr. Willard said we will probably save ourselves and others much sorrow and regret. We have in the Scriptures verifying what he said about neutrality: 'He that is not with me is against me,' and you cannot be neutral in the situation that confronts the world today. I myself felt greatly benefited. My only regret was that every employe of the Baltimore and Ohio—the 77,000 men—could not every one of them have heard that address and gone away from here enthused and fortified to meet the situation which confronts us all.

"It has been suggested, and I think very appropriately, that as the executor of his estate I should say something in regard to the late chairman of the board, Mr. Oscar G. Murray, who died March 14. He met here, as you know, in the past at these meetings, and it would seem that this was an appropriate time to speak of his work and the provisions of his will for the benefit of the families of the employes.

"Mr. Murray's service with the Company extended over a period of twenty-one years, as vice-president, receiver, vice-president again, then president and lastly chairman. Probably he will be best remembered in the business and financial world for the work that he did during the receivership in securing business for the Baltimore and Ohio that enabled them to reorganize the property without foreclosure and sale. The visible monument that probably we will see most of is the Baltimore and Ohio Building in Baltimore, built under his administration; and last but not least is the provision he has made in his will for the widows and orphans of the employes of the Baltimore and Ohio who have died in the service of the Company.

"Mr. Murray left an estate of approximately $900,000. After providing a trust fund of $300,000 for certain people who were dependent upon him, and some bequests—some very generous bequests to those who were associated with him—he leaves the remainder of his estate to trustees for the benefit of the widows and the orphans of our employes.

"The fourth clause of the will reads:

Oscar G. Murray Railroad Employes Benefit Fund

"'I direct my executors, immediately after my death, to cause to be incorporated under the laws of the State of Maryland a charitable corporation to be known as the *Oscar G. Murray Railroad Employes Benefit Fund* (the name of which shall in no event be changed) for the relief and assistance of needy widows and orphans of employes of The Baltimore and Ohio Railroad Company, who have died in the service of that Company. The charter of said corporation shall be so drawn that such relief may be given by the establishment of a home for such widows and orphans, or by aiding them in their own homes, or aiding them in any other ways which the Trustees of said corporation may, from time to time, deem best suited to promote their welfare and shall provide that preference shall be given to the widows and orphans of employes living in Baltimore City.

"'All the rest, residue and remainder of my estate, after the payments hereinbefore directed to be made, including any sums which may become a part of the residue of my estate on account of the death of any of the legatees above named before my death, and including any sums becoming a part of the residue of my estate after the death of the persons entitled to the income therefrom for life, I give, devise and bequeath to said George Hollister Campbell and Francis Lightfoot Lee, or either of them or to their successors, executor or executors, in accordance with the provisions hereinbefore set forth in Section First in trust immediately upon the formation of said corporation to transfer the same to the said *Oscar G. Murray Railroad Employes Benefit Fund* the corporation to be formed aforesaid, to use the income thereof for the relief and assistance of needy widows

and orphans of employes of the Baltimore and Ohio Railroad Company dying in the service of said Company, in accordance with the provisions of the charter of the said corporation hereinbefore directed to be procured by my executors.'

"Acting on that provision of the will the trustees have been selected, the incorporation papers will probably be taken out within the next week or two. Mr. Willard has very kindly consented to act as one of the trustees. In fact, the president of the Baltimore and Ohio Railroad is always to be a member of the Board of Trustees. The president of Johns Hopkins University, Dr. Frank J. Goodnow, and the Bishop of the Episcopal Church for the Diocese of Maryland, the Rt. Rev. John Gardner Murray, are to be members of the Board. These three gentlemen, or their successors in those institutions, are expected always to be members of the Board of Trustees. The other members of the Board as first organized will be George M. Shriver, George F. Randolph, who was formerly vice-president of traffic, Herbert R. Preston, the general solicitor of the Company, and myself. Mr. Willard has very kindly offered the use of the organization—the Relief Department—with which to look after the details, keep the records, etc., of this Fund, and the treasurer of the Baltimore and Ohio will act as treasurer of the Fund, and the secretary of the Company as the secretary. Mr. Willard has also offered the Board Room of the Baltimore and Ohio Building as the place for the meetings of the Board of Trustees, this with a view to reducing the expenses so that every dollar that accrues from this Fund may go directly to those for whom it was intended.

"The Fund will probably start with $400,000, bringing in an income of $20,000 a year, which would take care of sixty to seventy families at $25 a month; that is only an estimate, but you can see what will be accomplished by it.

"It appears that Mr. Murray in his life-time had been called on (and had done it with great pleasure) to help a great many people. He saw that there was a point where help from the Relief organizations, of the railroad terminated, and when the bread-winner died there was nobody left to take care of the family. I have a case that has already applied for help, a widow eighty years old. Her husband was a pensioner for many years and has passed away and she is left with practically nothing. When a man dies he may leave a family absolutely dependent. This fund will come in just at that point and take care of families that have no other means of support. I am, of course, only one of the Board of Trustees and therefore what I say may be changed, but I think that every case will have to be decided on its merits. No hard and fast rules will govern. It must be governed by the circumstances and conditions as they exist.

"Another point that I have made up my mind pretty fully on is this, it is not to the interest of the Fund to provide a home. Most people who are dependent do not want to be advertised as having to go to a home. Mr. Murray in his will leaves that open, saying, 'a home or such other means or ways as may be deemed best' to help them; and the other members of the proposed Board of Trustees with whom I have talked entertain the same opinion—that the money can be used to very much better advantage by applying it directly than by providing a home. The cost of upkeep and administration would take that much out of the Fund and, therefore, I think that the Board will decide that they will help families in their own homes.

"As I say, this Fund, as it will stand at the beginning, will probably be $400,000, and the other Trust Fund for the benefit of certain people in their life-time will, at the termination of that period, revert to this Fund, so that eventually there will be probably $700,000 in the Fund. There was $100,000 in bequests, and probably $60,000 or $70,000 to pay the taxes—inheritance and other taxes—demanded by the State and National Governments. But the Fund will, I think, have an income of $30,000 to $35,000 a year eventually.

"Among other things which Mr. Murray did in his life-time was to provide organs for the Railroad Y. M. C. A. work—he gave one to the Riverside Y. M. C. A.

—and one of his last appearances in public was at the dedication of the organ given the Railroad Y. M. C. A. at Brunswick during the past winter, and which he recalled as being one of the happy occasions of his life, and his remarks made at the dedication will long be remembered. Just a little time before his passing he told Mr. Egan—who Mr. Murray had in many ways used to carry out his charitable bequests—that he could arrange to buy an organ for the Railroad Y. M. C. A. at Cumberland, and the Court has approved that, not only the organ but also a mechanical player. It is expected that the organ will be dedicated in the Cumberland Railroad Y. M. C. A. some time during the fall.

"Just a word more of the personal. Mr. Murray was a man without family, having never married, but with a kindly heart for the welfare of others. He was born in Bridgeport, Connecticut, and afterwards moved to Albany, where his parents died and were buried, and where his remains were taken after the funeral service in Baltimore. He left no blood relations.

"I thought, my friends, that it would be fitting at this time to make this statement to you about the situation. There has been very little publicity given to it but I felt you were all interested in it, or your families will be. I want to say just one more word in closing. Shortly before Mr. Murray's passing, in a talk I had with him in his apartments in Baltimore, he said to me that of all the friends he had made in later years there was none he prized more highly than Mr. Willard (applause).

Mr. Willard and Officers Pay Silent Tribute to Mr. Murray's Memory

Mr. Willard then rose to express his appreciation of Mr. Murray's services to our road.

"It would be unnecessary for me," he said, "to add anything to what Mr. Campbell has said about Mr. Murray. He served the Baltimore and Ohio Railroad long and faithfully and well. I had occasion to know him very slightly eighteen years ago, when I was assistant general manager, but I knew him intimately during the last eight years. Our relations at first were rather casual, as we saw little of each other, but as time went on and we became more intimately acquainted I found great help in Mr. Murray's steadiness of view and sound common sense, and I was always glad of an opportunity to discuss matters with him; and I can say of Mr. Murray that toward no man, toward no friend that I have had in the later years of my life, have I felt more kindly than I did toward Mr. Murray. In fact, that feeling that he held toward Baltimore and Ohio employes was best expressed in the terms of his will which Mr. Campbell has just read.

"It is unfortunate in this life, as things are ordered, that when men do things of that character they are so frequently reluctant to let it be known during their life-time, and they thus deprive their friends of the opportunity to say to them the things that they would like to say. Whether in the hereafter people who have passed on are conscious of what we are doing—that is a moot question, and of it we have no definite knowledge. We would all be glad to know that Mr. Murray could know our feelings here today, I am sure. Perhaps he does.

"I want to suggest this one thing, Mr. Chairman, and I think it is fitting on such an occasion as this, when we are discussing the memory of the man who served this Company faithfully for so many years and at his death left such evidence of his friendship. I just want to ask all my associate officers in this room to rise and stand silently for thirty seconds, as a tribute to his memory."

The officers arose and stood silent for a half-minute as a tribute to the memory of the departed official, a personal friend of many in the room. Mr. Campbell then said that the amount that would go to the employes of our Company under the provisions of Mr. Murray's will represents Mr. Murray's entire salary for his twenty-one years' service with the Company. He then introduced J. J. Ekin, general auditor, who spoke of the need of cooperation between all departments in these trying times.

At the conclusion of Mr. Ekin's address Mr. Willard asked the privilege of the floor, remarking that he wanted to add a word to Mr. Ekin's well-deserved tribute to vice-president George M. Shriver, the head of his department. He said that Mr. Patterson, the counsel of the Pennsylvania Railroad, who had charge of the rate case, told him, just before the case was finished, that whether the case was won or lost, the work that Mr. Shriver and Mr. Ekin had done would contribute more to the success, if we had success, than that of all the others.

"I want Mr. Ekin's associates to know," he said, "that his work is appreciated not only in Baltimore and Ohio circles, but also in Washington."

The next speaker was J. M. Watkins, auditor of revenue, who spoke wittily and interestingly of the work of his department, and pledged its loyalty to Mr. Willard and the Government.

He was followed by C. C. Glessner, auditor of freight claims, whose address is printed in full in another part of this issue.

The chairman then spoke of the necessity of reducing freight claims, saying that if they were eliminated, the amount of money now used in that way would be sufficient to pay an additional one per cent. on our common stock. He then called upon G. H. Pryor, auditor of disbursements, who after remarking that he had often been asked for a good clean-cut definition of accountancy, said that of the many answers to the question he had heard one that seemed best to him, which was: "Accountancy is the yard stick of commercial accomplishment." He then spoke of some of our expenses. His address will be printed in full in a later issue of the MAGAZINE. Mr. Pryor was followed by W. J. Dudley, assistant superintendent of the Relief Department, whose remarks will be printed in a later issue.

J. Hampton Baumgartner, publicity representative of the Company, spoke of the good that the right kind of publicity can do in acquainting the public with the problems and work of the railroads in this time of grave crisis. The meeting was then adjourned.

The Session of the Operating Department

The afternoon session of June 30 was devoted to discussions relative to the Operating Department. Vice-president Davis presided. A large number of subjects had been selected but owing to the limited time it was not possible to call on everyone to talk who had been listed. The opening address was made by Mr. Davis.

He said:

Mr. Davis' Address

"This is the third Deer Park meeting that I have attended, and in addition to the incalculable benefits derived by those who are privileged to be here, the enjoyment obtained from these gatherings always makes the time for the next a matter of pleasurable anticipation.

"The past year, and more especially the past few months, have been trying times for those engaged in the water and rail transportation business, and the tide has not yet reached its flood.

"Because of the urgent requirements of the Government for men in various branches of service, including the selective draft, it is inevitable that a large number of our men will be utilized by the Government, and this will cause a continuance of, and increase in, the number of changes in the personnel of our forces.

"In order to fill positions made vacant by men entering the service of the Government, women have been employed for such positions as they are capable of filling, and at the present time there are women employed in the Operating Department in order to release men in the following positions for the government service: Drill press operators, clerks, cashiers, laborers, car cleaners, stenographers, agents, car preparers, crossing watchwomen, telephone operators, office and station cleaners, matrons, car oilers, locomotive cleaners, janitress, less carload tallywomen, work checkers, telegraph operators, shop cleaners, ticket clerks, icing passenger trains, baggage checkers, parcel room checkers, machine operators, truckers, car repairwomen, checkers, stenographers and clerks, work report checkers, yard clerks, blacksmith helpers,

painters, painter helpers, dope reclaimers, tool room attendants, box packers, special collector, tender repairwomen, station baggagewomen, machinist helpers, motor operators.

"It is realized that this is a departure from established practices, and that until we have more experience some mistakes will be made. Some of our supervising officers and employes will not look upon the woman employe as seriously as they should. This is a matter that requires very careful consideration, and women should not be employed for work which it is known they cannot handle efficiently and satisfactorily, and only women who really wish to earn their living should be employed. At points where women are taken into the service it is the desire of the management that prompt action be taken in furnishing the necessary facilities for their comfort.

"The department upon which a great strain has been placed as a result of the abnormal conditions now prevailing is the Transportation Department. This department is being called upon for statistical and other information from various Commissions, Governmental and others, the more recent acquisitions to which have been the Car Service Commission, the Lake Bituminous Coal Pool, the Tidewater Bituminous Coal Pool and the Iron Ore Commission—and it is expected that a Coke Commission will shortly be formed. It can readily be appreciated what this means in the way of additional work for the transportation office, and everyone should exert his best efforts to relieve the strain on that department as much as is possible by keeping them fully informed about matters upon which they should be informed and by confining requests on the transportation office for data and reports to actual necessity.

"A word about our equipment: About ninety-two per cent. of our freight equipment is now either all-steel or steel underframe, and the total number of bad order freight cars on the System equals only two and one-half per cent. of the total freight equipment owned. We do not wish the number to increase beyond this percentage. This should be possible, as all of our old equipment has been dismantled and written off the books, and there should be no accumulation of bad order cars at any point during the period of car shortage for commercial loading. During the last year we have added sixty-five cars for express service, and within the next sixty days will add thirty-seven additional such cars, making a total of 102 express cars added, and in addition we will receive in the next sixty days 100 all-steel passenger cars.

"At the present time we have a lower number of locomotives awaiting shop than at any previous time of which we have record. Our president desires that the total number of locomotives in shop and awaiting shop shall not exceed six per cent. of the total locomotives owned. This is a low mark, but very desirable, and we will exert every effort to attain this desirable result, and expect to do so by September. Today 7.2 per cent. of our locomotives are out of service for classified repairs, 5.7 per cent. being in shop now undergoing repairs and 3.4 per cent. awaiting repairs.

"Our passenger equipment is improving rapidly, and with the 100 new passenger cars which we should receive in August and September we should be able to gradually increase the number of steel cars in some of our important local trains, after all through trains have been so equipped.

"Travel on our passenger trains is increasing, particularly between Chicago and Washington and New York and Washington, in both directions—all of which is reflected in the increased passenger earnings. We hope to continue this march of progress by handling our trains on schedule; by seeing that they are handled so that passengers will be comfortable, and by instilling in our employes the great asset of courteous attention.

"We anticipate laying 100,000 tons of new ninety pound and one hundred pound rail (mostly one hundred pound) on the System this calendar year, and have 25,000 tons of one hundred pound rail, purchased in 1916, to be delivered in 1918. At this time there is no rail in the main track between Philadelphia and Chicago that is less than ninety pound in weight, and by December 1, 83.06 per cent. of the rail between New York and

Chicago will be one hundred and one hundred and twenty pound, the remainder, or 16.94 per cent., being ninety pound.

"In January we were apprehensive of our tie receipts for 1917, but sufficient ties are now on hand to carry us through the present calendar year, and to have a surplus with which to start in 1918.

"During the twelve months ending July 1 our Commercial Development Department has located on our rails 731 industries requiring the construction of new tracks, a great number of which have already been constructed. As I view the situation at this time, because of so many men taking service with the Government, in order to avoid delaying such work it will be desirable and necessary that general managers contract as much of the new industrial track work as can be so handled economically throughout the industrial and mining districts on our line, as it is not our intention to accept the excuse of shortage of labor for rough track next winter. On two divisions, one in Ohio and one in Pennsylvania, I am told track gangs, consisting of high school boys who desired to work during the summer, were organized. These gangs were composed of lads of mixed sizes, the smaller of them were given the lighter classes of work to handle, and all are giving splendid accounts of themselves.

"In closing, I wish to impress upon the supervising officers in the Operating Department the importance of keeping in close touch with our employes, and to learn as far as possible in advance of those who will be taken from our service by the Government, and of so organizing forces as to cause the least disturbance possible in the handling of our business. It is the desire of our president, and I am sure of every officer and employe, that when this war is ended it will be recorded in our National history that the Baltimore and Ohio, in serving the Government during the World War, as well as during the Civil War, 'did its bit.'"

Movement of Freight and Transportation Methods

C. W. Galloway, general manager of the western lines, was the next speaker. His topic was "Maximum Movement of Freight." The greatest room for improvement, he said, lies in the terminal situation. He dwelt upon the various elements that interfere with maximum operations and pointed to the means to be employed in solving these problems.

The next paper was on "Transportation Methods," presented by R. N. Begien, general manager of eastern lines, who spoke of the close relation between transportation methods and accidents. A careful plan of action to reduce accidents to a minimum, he said, will do more towards improving or meeting the present situation that any other one thing.

Loading cars to full capacity, having shippers consign cars billed for New York to their final specific point in that city and a request for additional westbound business from that port were the pertinent suggestions made by the next speaker, W. H. Averell, general manager New York terminal lines, whose subject was "New York Situation."

"Maintenance of Equipment Plans," was then discussed by F. H. Clark, general superintendent of motive power, who told of the efforts being made to hold bad-order cars about where they are, that is, not let them exceed two and one-half per cent. The six per cent. limit which Mr. Willard set on locomotives in and awaiting classified repairs, undergoing classified repairs, was an unheard of figure, said Mr. Clark, but he added, "we may find some way to do it."

H. Emerson, special engineer, then spoke on "Efficiency." He said the losses in industry due to waste amount to $50,000,000 a day. Many of them, he said, are to be prevented by a few precepts. He called particular attention to efficiency of spirit rather than of work, and pointed to the spirit shown by the Allies in the present European struggle.

"Car Supply" was the next topic under discussion. J. R. Kearney, general superintendent of transportation, told of the efforts being made to furnish a full coal car supply. Following out an order issued by the Committee on National Defense to give preference in the movement of coal and ore and that hopper cars particularly should be confined to

that trade, he said, instructions have been issued that an open car should not be used where a box car could be used, and that coal and ore and empty open car equipment must be given preference in movement.

M. K. Barnum, assistant to vice-president Davis, followed with an address on "Gathering Scrap and Good Material on Line." Mr. Barnum's paper will be run in full in a coming number of the MAGAZINE.

General superintendent J. F. Keegan was the next speaker. His subject was "Passenger Trains on Schedule—Advantages to Freight Traffic." He said the matter was one that concerned every operating officer, for it is not hard to realize how easy it is for a belated passenger train to disorganize or disarrange all plans that have been made for the efficiency of road or yard operations. The principal cause of delays, he said, were slow work at terminals or at stations, delays in terminals or stations, many of which are avoidable, inefficient handling, slow orders, and, in some cases, the movement of power.

J. D. McCubbin, real estate agent, gave a short talk on "Real Estate." He said more money is wasted in the Real Estate Department by reason of too much conversation, or nearly as much, as by improper loading and various other things discussed at the gathering.

"Fast Freight Train Performance," largely depends on starting on time, said the next speaker, M. H. Cahill, general superintendent. The same topic was discussed by general superintendent H. B. Voorhees. An outline of the signal work under way was set forth by F. P. Patenall, signal engineer.

General superintendent F. E. Blaser was the next speaker. His paper was on "Yard Operations—Eight Hour Basis." C. Selden, superintendent of telegraph, followed with a talk on "Unnecessary Telegraphing and Telephoning." "Traffic Regulating" was the next topic. This paper was presented by W. G. Curren, superintendent of transportation.

W. L. Robinson, supervisor of fuel consumption, spoke on "Stokers—Results —Tonnage Handled—Fuel Consumed." The speech in full will appear in an early number of the MAGAZINE.

"Passenger Train Performance" was then discussed. General superintendent E. W. Scheer told of the performance of passenger trains on the Baltimore and Ohio, and pointed out the principal causes of delays. The efforts of the Timber Preservation Department to meet the cross tie situation were related by F. J. Angier, superintendent of that department, who spoke on "Ties—Use and Supplying."

Colonel Charles D. Hine, special representative of the president, followed with a short talk on the war. He said, among other things, that every man present at the gathering was a fellow soldier in the great national undertaking in which America is engaged for the righteous liberty of mankind.

J. T. Carroll, assistant general superintendent of motive power, made an address on "Shop Machinery and Tools." He urged his audience to keep an eye on the ever changing methods of doing work in shops and to study means by which the necessity for machine tools can be reduced.

"Property Protection—Cooperation," was the subject of Edmund Leigh, general superintendent of police, who told of the work of his department in handling and of the efforts being made to secure closer cooperation from other departments.

The next speaker was F. J. Hickey, of the Wells Fargo & Company Express, who gave some statistics concerning his company and complimented the Baltimore and Ohio Company on the excellent service it is giving.

Make Your Letters Brief—Busy people have no time to read poorly written letters or post cards

A EDITOR'S FAREWELL TO HIS READERS

DEAR MR. MAGAZINE READER:

When old Bill Holenzolen got fresh and pushed Uncle Sam off of that there verge of war what he had been wearing smooth ever since them German low-lifes sunk the Lusitiania and Uncle Sam got sore and rolled up his shirt sleeves and started in to show them Germans what we boys are made of old Bob Van Sant and Herb Stitt they went and went in the Officer's Training Corpse. "Grahame you big stiff" they says "you run the Magazine because you ain't no good for fighting account of your lookers being so bad you can't even get no pleasure standing in front of the new gas Building on a windy day." So I says all right because they has turned me down for the training camp account that poor boob of a doctor not giving me no fair show reading them eye cards of his.

Well ever since then I run the Magazine, and John T. Broderick and some other fellers said I run it all right but every time I sees a feller in a uniform I feels like a yellow pup and I ain't happy when I feel that-a-way although often deserved. So when the time for the second training camp comes around I goes and applies and gets examined by a doctor what knew something and gets in and as soon as I can borrow enough kale to buy a wrist watch I'm going to Fort Myer because you can't be no soldier without a wrist watch to tell you what time to quit work.

This here Magazine has written up lots of fellers but we ain't never written up ourselfs and I got this to say we had four fellers here in the office when the war started and everyone of them went and asked to go before he got invited by a blue card and if you can beat that record lets hear about it say we. Old Bob Van Sant he's a lieut. in the National Army now and stands up so straight he slants backwards and Herb Stitt he went to the training camp but the breaks was against him and he didn't have no luck but he has hopes and Heinie Weber the boss' secretary he joined the Hospital Corpse and I'm going to Fort Myer as soon as I get the money for that there wrist watch.

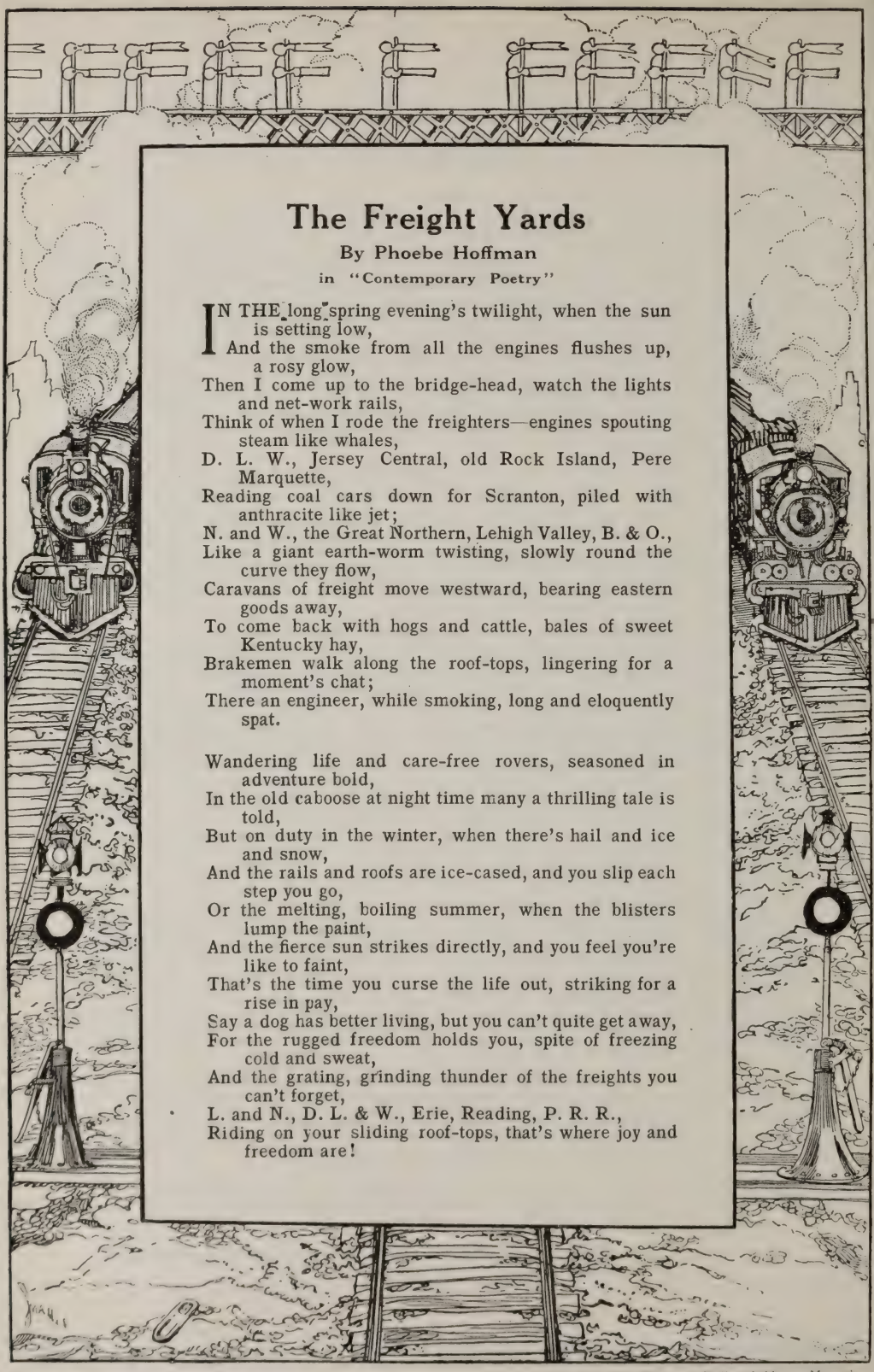
But before I change from a editor to a buck private I want to say thanks to some fellers who helped me and Van a lot. Roy Clark out in Chicago, he's a regular guy and has give us lots of good stuff and I hope he keeps it up and H. Irving Martin the debater, what made up Mr Way-Bill and lots of other good pieces for the Magazine and Doc Parlett who has give me some good dinners and lots of news although he bawled me out to my girl and spoiled my reputation, and Chief Leigh, who wrote all about policemen and other hobos, and all the correspondents on the Divisions and lots and lots of other fellers too numerous to mention who have helped us, including the boys in the Print Shop, even George Leilich who although a crab on the telephone is otherwise all right, and Mike Conroy who knows how to spell things what I don't and all the other boys what didn't kick if they happened to get some dirty copy when we was in a rush—me and Van thank them all and hope they help out the new editor just as much.

The new editor's name is Frank A. O'Connell and he has worked on newspapers for eight years so there aint nothing you can say that can hurt his feelings but he will appreciate a little human kindness and may be deserving of the same although his business is against it. Best of good luck to him say I and may every issue be better than the one before it.

Well, I hate to say good by to all you guys but I've got to pull out of here for Fort Myer. After that I don't know where I'm going but I'm on my way.

Hoping this finds you the same, Yours truly,

ARTHUR W. GRAHAME.



The Freight Yards

By Phoebe Hoffman

in "Contemporary Poetry"

IN THE long spring evening's twilight, when the sun
is setting low,
And the smoke from all the engines flushes up,
a rosy glow,
Then I come up to the bridge-head, watch the lights
and net-work rails,
Think of when I rode the freighters—engines spouting
steam like whales,
D. L. W., Jersey Central, old Rock Island, Pere
Marquette,
Reading coal cars down for Scranton, piled with
anthracite like jet;
N. and W., the Great Northern, Lehigh Valley, B. & O.,
Like a giant earth-worm twisting, slowly round the
curve they flow,
Caravans of freight move westward, bearing eastern
goods away,
To come back with hogs and cattle, bales of sweet
Kentucky hay,
Brakemen walk along the roof-tops, lingering for a
moment's chat;
There an engineer, while smoking, long and eloquently
spat.

Wandering life and care-free rovers, seasoned in
adventure bold,
In the old caboose at night time many a thrilling tale is
told,
But on duty in the winter, when there's hail and ice
and snow,
And the rails and roofs are ice-cased, and you slip each
step you go,
Or the melting, boiling summer, when the blisters
lump the paint,
And the fierce sun strikes directly, and you feel you're
like to faint,
That's the time you curse the life out, striking for a
rise in pay,
Say a dog has better living, but you can't quite get away,
For the rugged freedom holds you, spite of freezing
cold and sweat,
And the grating, grinding thunder of the freights you
can't forget,
L. and N., D. L. & W., Erie, Reading, P. R. R.,
Riding on your sliding roof-tops, that's where joy and
freedom are!

Cut Courtesy Railroad Man's Magazine

Freight Loss and Damage Claims—Their Causes and Possible Cure

An Address by C. C. Glessner, Auditor of Freight Claims, at the Deer Park Staff Conference, June 30, 1917

EVERY railroad man knows that operating methods have been revolutionized in the last fifty years. The casual reader smiles when his eye meets some of the instructions to employes which railway managers deemed necessary a half century ago. One operating rule in the early days of railway transportation required that all trains be brought to a standstill at crossings, and that before proceeding the trainmen should see that all tracks were cleared. While rules of this type were born of the spirit of "Safety First," it did not take many years of operation to show railway executives that such methods must be passed into the scrap heap and that *speed* in operation *as well as safety* was a necessity if railways were to really serve their purpose.

The loss and damage claim was born soon after the first freight train moved to its destination. In a copy of a Baltimore and Ohio tariff, dated 1863, are found a number of references to loss and damage claims. The regulations laid down in this relic of a bygone era are so unique that you will no doubt receive them with the respect due to their age.

To quote:

"Claims for loss and damage must be presented within twenty-four hours after the delivery of the goods, or if delivery be due, within ten days after their failure to arrive.

"The Railway Company will not be accountable for breakage of glass, glassware and marble or for damage to the hidden contents of packages, nor for deficiency in dry-goods, boots, shoes, hats, etc., unless the packages were properly strapped and sealed when shipped.

"No responsibility is assumed for leakage of liquids, breakage of stoves or other fragile wares.

"All melting of ice, decay of vegetables, fruit, fish, meats, game and other perishable articles must be at owner's exclusive risk."

It is unnecessary to call attention to the fact that these regulations are ineffective at this day.

How ideal, from a revenue standpoint, would be the operation of the Baltimore and Ohio Railroad if such regulations were effective in the year 1917. As you see, the railroads in 1863 made money by transporting merchandise under regulations which shifted much of the burden of care to the shoulders of shipper or owner. Since that year the human element backed by safety appliances, interlocking switches, semaphores, heavier equipment, better roadbed and heavier rails has reduced injuries to passengers to a minimum. Yet, to our sorrow, we have not been able to move our freight traffic with the same degree of safety. Increase in passenger traffic renders it imperative that the management adopt the most improved methods for passenger transportation and exercise all possible vigilance. Increase in freight traffic, however, brings with it an increase in loss and damage claims in a ratio out

of all proportion to the increase in revenue. It is not intended to detain you by quoting statistics, yet a few definite statements will impress them more firmly on your memory.

During the five calendar months ended May 31, 1917, the number of new loss and damage claims received was 117,139, as compared with 60,886 for the same period of 1916, an increase of 56,253 claims, or 92.39 per cent.

The freight revenue for the same period in 1917, as compared with 1916, shows an increase of 10.42 per cent., indicating that the increase in the number of claims is greatly out of proportion to the increase in traffic.

During this same period in 1917, as compared with 1916, payments account of loss and damage claims swelled from $361,782.47, to $656,907.04, an increase of $295,124.57, or 81.57 per cent.

You will agree that these figures are appalling and that a remedy is necessary to cut out such a cancer on the revenue producing organs of our System.

The increase in loss and damage is undoubtedly largely due to the labor conditions, particularly at important industrial centers, but it is also due to the larger proportion of L. C. L. traffic and to the increased value of consignments due to high costs.

Mere rules and words will not prevent claims, but care and attention to rules will do it. We must meet conditions by an educational campaign which will educate the men now in the service and provide for the training of newcomers. Every man in the service should be on the lookout and use his best efforts to reduce loss and damage claims. While improved equipment has done much to lessen the possibility of damage to freight many elements of loss are still present.

In addition to the increased cost of nearly all commodities and the labor conditions, there are many other causes for increased payments account of loss and damage: Lack of interest by employes; lack of knowledge of the rules; failure to comply with the rules when known; failure to check property before receipting for it; receipting for property as in good order when it is in bad condition; receipting for more than is actually delivered; giving clean receipts for property loaded by shipper and not checked; mistakes in billing caused by failure to compare waybills with shipping instructions; forwarding freight not marked with name of consignee and destination; improper loading, stowing and bracing freight; loading freight in dirty or leaky or otherwise unfit cars; failure to ice cars properly; improper use of air brakes; failure to report shortages, damages and overs promptly and properly; failure to give prompt notice of refused and unclaimed freight; failure to notify consignees promptly and properly of the arrival of freight and to keep a record of such notice; delivering property to persons other than the consignee without proper order; failure to check freight properly when delivered to consignee.

There are many causes which make freight claims possible yet there is probably no one present who cannot in some way help to stop the leak through claims.

Each man in the organization must be trained and educated to the work he is called upon to do, and then he must be enthused with a purpose so that his efficiency may be brought up to its maximum power.

This has been done in other branches of railroading. Why not strive for a standardization of railroad practice that will make freight loss and damage claims impossible?

Now what steps have we taken or what steps do we expect to take to reduce loss and damage claims to a minimum?

On March 17 we issued revised instructions to agents covering the handling of freight reported, refused, unclaimed, short, over or astray. Here is an opportunity for the agent or freight house employe to work for numerous savings.

Start your freight right and its delivery is almost a certainty. Freight is half way there when properly marked, correctly billed and rightly loaded.

We are issuing bulletins to agents and freight house employes covering definite instances of claims resulting from lax methods.

We are also running a series of bulletins in the EMPLOYES MAGAZINE. Our endeavor is to inculcate a deeper sense of responsibility in the minds of the employes. Our freight claim adjusters and inspectors travel over all divisions and make daily reports covering station conditions and freight handling on local freight trains.

We are organizing claim prevention committees on each operating division. These committees will meet regularly and discuss and install methods for bettering freight handling practice and reducing loss and damage claims. Shippers are being circularized and urged to cooperate with the railroads through the use of strongly constructed containers and proper methods of packing and marking freight.

If we analyse claims we will find they are based on: Carelessness; laxity; indifference; minimum interest and ship-shod methods.

To kill claims let us substitute: Vigilance for carelessness; alertness for laxity; willingness for indifference; maximum efficiency for minimum interest and proficiency for ship-shod methods.

Then our problem will be on its way to solution.

Fish Travel In Palace Car

FRESH fish from the Great Lakes and the streams of the Lake country are assured eastern housewives by the arrangements just perfected by our road for shipping this valuable food from the west alive.

A special baggage car, the first of its kind built for our road, has been placed in regular express service. It is equipped with a series of nine tanks and is fitted with a gas engine and two turbine pumps for supplying air to the fish. A special ice compartment has been provided, so that the water may be kept at the proper temperature en route. The car will be operated on a regular schedule between Chicago, Toledo, Cleveland and the Eastern markets.

While this equipment is designed for commercial service exclusively, it could be used to advantage for the stocking of streams with game fish. It will be remembered that the black bass (which are now one of the things that make the Potomac River famous) were originally placed in the stream by a young Baltimore and Ohio engineer, who brought the fish from the Ohio River in the tender of his locomotive, shortly after the line was completed to Wheeling.

Full Credit For Surplus Stationery

DURING the month of July stationery valued at $3,029.83 was returned to the stationer. The table below gives the comparative standing of the Divisions in this respect. You will note that the largest item is "Unknown"—stationery received without proper marking. If this material had been properly marked the Divisions sending it would have received credit. Division superintendents should be especially interested in this matter, for the stationer allows full credit to the Division for all surplus stationery returned to him.

Surplus stationery returned during July, 1917:

Baltimore	$ 556.46
Indiana	264.51
Pittsburgh	241.97
Ohio	219.48
Cumberland	164.74
Illinois	132.92
Monongah	131.75
Connellsville	103.91
Wheeling	53.13
Chicago	44.80
New Castle	39.34
Cleveland	39.28
Newark	37.01
Shenandoah	24.97
Ohio River	3.32
Philadelphia	.87
Unknown	971.37
Total	$3,029.83

"Number 258 Step Up Front," Says Uncle Sam

"Ready, Sir, and Willing," Replies Thomas P. Clancy, First Baltimore and Ohio Man Selected for National Army

President Willard:

"Uncle Sam, I present Thomas P. Clancy, one of our young Baltimore and Ohio men from the office of district engineer Curtis, of Chicago. His number was 258 in the selective draft and he was the first Baltimore and Ohio man called to the colors. He is ready to respond and is a fine specimen of American manhood. You need men of this young fellow's caliber to wage the war for democracy and, as he has proved himself a good railroad man, I am certain he will make a good soldier. We on the Baltimore and Ohio are proud of his patriotism and of the spirit with which he has answered your call."

Thomas P. Clancy, American Citizen No. 258:

"President Willard spoke for me when he told you that I'm ready, Uncle Sam, and I am. At this critical time in our country's history, when the effort of every whole-hearted man, woman and child in America is needed to perpetuate the principles of personal freedom, and as President Wilson has aptly put it, to make the world a fit place in which to live, I am prepared to render to my country the service which she has a right to expect."

Uncle Sam:

"That's a manly way to look at it, and, Mr. Willard, I will say to you and to this young man, Clancy, that America is proud of the industrial system which produces such young men and proud of the Baltimore and Ohio as a factor—and rightly it should be. In the days of '61 your Company rendered most valuable service to the cause both in the handling of troops and in the casting of its lot with those who labored to preserve the Union of States. It rendered valuable service to the country long before the days of the Civil War, when it extended its highways of commerce into the undeveloped sections removed from the Atlantic Seaboard, thus contributing largely towards making the subsequent development of the nation a reality. It has been in the vanguard of progress ever since. Baltimore and Ohio men have always shown that they realize their duty to humanity and during these trying times, when it has become necessary to call to the defense of America a vast army of its young manhood, Thomas Clancys will find a place awaiting them in the history of this land of freedom."

* * * * *

If President Willard had met Thomas P. Clancy, of Chicago, in his office in Washington or Chicago on the afternoon of July 20, when the selective draft numbers were drawn, the foregoing imaginary conversation would certainly have taken place. The writer entered the office of district engineer Curtis a few minutes after the first number had been drawn. Mr. Curtis and young Clancy were planning to carry out the wishes of the young man that he enter the Army without delay. Plans for the future were being discussed in respect to undergoing the necessary examinations. Mr. Curtis was giving the young man just such advice as he would have given his son had he been in a similar situation.



THOMAS P. CLANCY

"I am ready" was what Thomas Clancy told both Mr. Curtis and vice-president Batchelder and these officers were planning to make the entry into the army as easy as possible. Both assured the young man that his position would be held open for him on furlough during the period of the war and they impressed upon him the honor attached to the step he was taking.

In these days when real patriotism counts for so much in respect to the future of America and the perpetuation of the ideals of this nation of freemen, Thomas Clancy is a type of young man of whom any mother may well be proud and of whom any employer may well boast. Such a thought as "slacking" never entered his mind. He had determined upon his course in advance of the selective drawing and while his number was within the capsule which Secretary of War Baker drew first, it is certain that Uncle Sam would have sooner or later numbered him among the recruits.

Thomas Clancy's sister gave the Baltimore and Ohio men the best description of him when she told a newspaper man the afternoon of the drawing that "Tom is big and strong, he isn't afraid, he wants to go and he will make a good soldier." "Big and strong" describe him accurately, but sister Margaret omitted adding that he is an intelligent, energetic, self-improving, tenacious youth with determination written all over his countenance. After completing his studies in preparatory schools in Chicago, Thomas finished the three-years' commercial course at De La Salle Institute and equipped himself to enter railroad service and win promotion through merit. While but twenty-one years of age, he has proven himself capable since entering the employ of assistant engineer Curtis, and Baltimore and Ohio men may well feel proud of their employe-comrade.

Cooperation

DO YOU stop to think how you can make it easier for the other man to intelligently comprehend and successfully accomplish his duty in the work in which you and he are jointly concerned?

Cooperation is assisting the responsible head of an organization to carry out his plans. An effort to thwart or change those plans is interference. Cooperation brings success. Interference brings losses :: :: :: ::

The Esequiel Jewels

By Arthur Walter Grahame

AT nine o'clock one warm Saturday evening in August two men, a half emptied bottle of claret on the table between them, were seated in an obscure little table d'hote on a cross street, not so very far from Washington Square.

Still unknown to the professional Bohemian, who is the curse of the more widely advertised restaurants of the neighborhood, Sezanne's is crowded each evening by regular patrons, who swear by the forty cent—with wine—dinner. Artists—the kind who really draw and paint—models, newspaper men and women, and a sprinkling of clerks and stenographers from the nearby business houses make up the crowd, with here and there a man or woman who even the initiated find it hard to accurately classify.

One of the unwritten laws of the place is that if you are alone at a table and another person sits down there you must enter into conversation with the newcomer. It was in this way that Jack Martin, a clerk in the office of the World Insurance Company during the day and an art student in the evening, fell into talk with a well dressed Englishman, whose light hair and tawny mustache contrasted strangely with a deeply bronzed, weather-beaten face. By the time a bottle of wine had been dispatched the conversation had become animated.

"By George, I envy you!" cried Jack, who had been indulging rather more freely than the other. "I would give a year of my life to have an adventure like any one of a dozen you have told me about. But what chance have I, shut up in an office all day, of adventure? The same old thing, day after day, week after week and month after month! The office all day, with Old Man Smith (he is the chief clerk, you know) on my back most of the time, then art school at night. When I get up in the morning I know exactly how I am going to spend every hour until I go to bed again at night. What I want is excitement, adventure—some of the spice of life. I would do anything in the world to get away from this awful grind!"

"Adventures, they say, are for the adventurous," replied the Englishman, smiling at Jack's enthusiasm.

"Oh, its all very well for you, who have spent the last ten years in Central America, where things happen, to say that. There are no adventures in New York."

"I can't agree with you there," said the other, shaking his head.

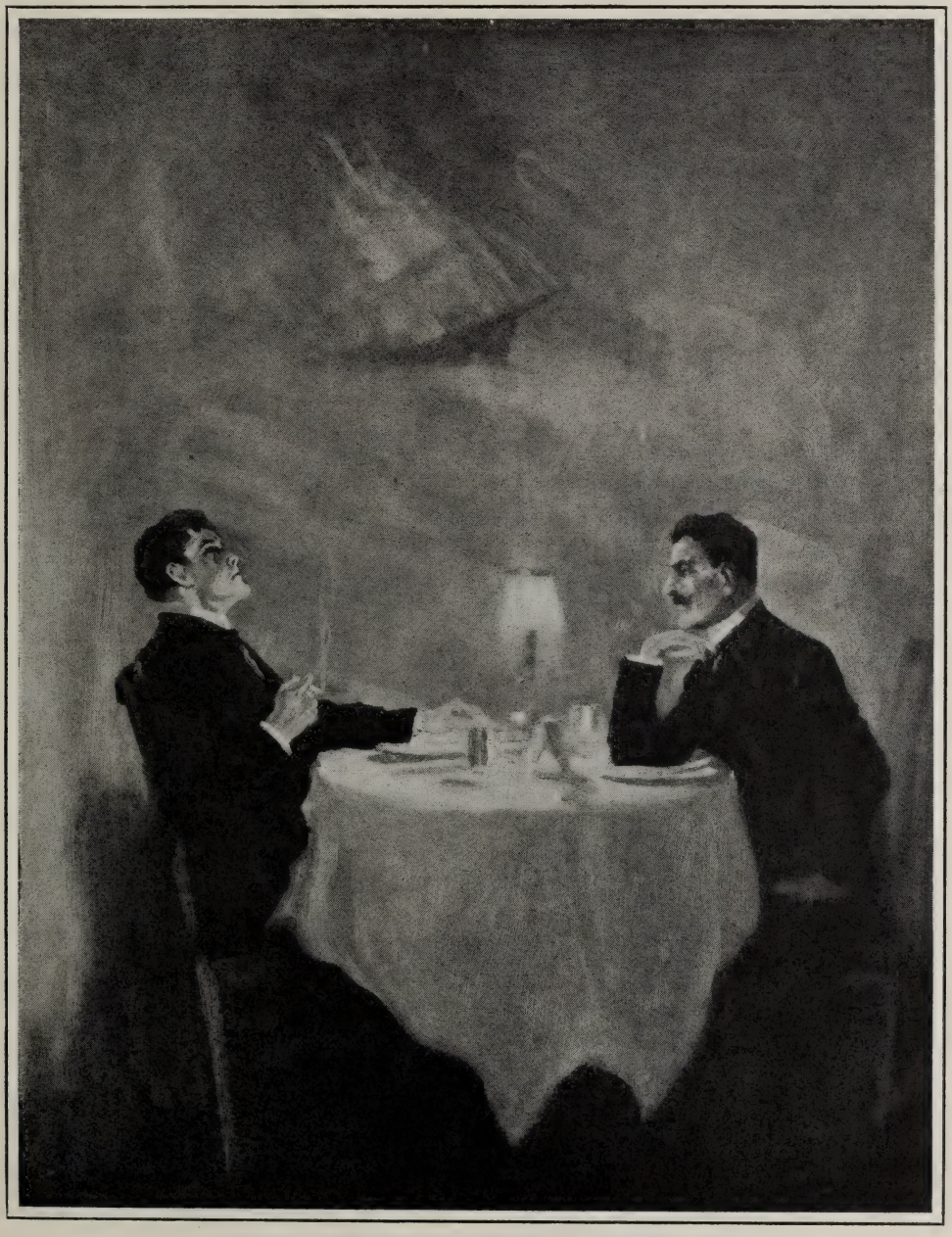
"Well," cried Jack, "my vacation started today and I am my own master for two weeks. Can you suggest a single adventurous way of spending that time?"

The other man sat in thought for a minute or so.

"You say that there are no adventures in New York," he said at length. "I will prove to you that there are.

"At this moment I have in an inner pocket a box containing the Esequiel jewels. I don't suppose that you have ever heard of them, but they were the most famous gems in all South America.

I can not tell you how I came by them, except that they were given me as a reward for services I rendered the president of a Central American republic. They are honestly mine, but I couldn't prove it in court. At any rate, there are people on my track who are determined to get these jewels away from me—and they will stop at nothing. Tomorrow morning I am leaving the city, in an effort to escape them. But I am pretty certain that they will follow me.



"JACK LIKED THE PROSPECT OF ADVENTURE"

"Now, if you mean what you say about wanting an adventure, I will take you with me as a sort of bodyguard. They are less likely to attempt violence if I have someone constantly with me. The conditions of my offer are that you ask no questions and implicitly obey my orders. Two weeks from tomorrow night you will be back in New York, and I will pay you five hundred dollars for your trouble and risk. What do you say?"

Jack liked the mystery and the prospect of adventure, and the five hundred dollars would be very acceptable. But, on the other hand, it seemed more than probable that the fellow was a swindler, and that he might get into a very nasty fix by becoming involved with him. Like most honest citizens he was fearful, above everything else, of becoming entangled in the meshes of the law. After a moment's thought he decided to refuse the offer.

"I'm sorry," he began, "but—"

"Ah, you see that it is as I said," interrupted the other, pushing back his chair. "Adventures are for the adventurous. If you are afraid to accept a chance when one comes to you—"

"I'm not afraid," cried Jack, stung by this reflection on his courage. "I'm your man, on this condition—if you ask me to do anything that I consider wrong I reserve the right to withdraw, and you pay me nothing."

"Agreed," said the other, and they shook hands on the bargain.

"Now, what are your orders?" asked Jack.

The Englishman drew a well filled wallet from his pocket and counted out five twenty dollar notes.

"Here is an earnest on the five hundred," he remarked, pushing the money across the table. "Meet me at the corner of West and Cedar Streets at ten minutes before eleven tomorrow morning. Pack your bag for a two weeks' stay at the seashore."

"Why man, you don't even know my name!" exclaimed Jack. "How do you know that I won't take your hundred dollars and never show up again?"

"I'm a pretty good judge of faces," replied the Englishman, with a smile. "But, by the way, what *is* your name?"

"Martin," replied Jack. "And your's?"

"Beck," answered the other, as he arose. "I was once a captain in the British army. That's a long time back. Well, I'll see you at West and Cedar tomorrow morning at ten minutes before eleven. Be on time, please. Good night."

Captain Beck lighted a fresh cigar, glanced keenly around the room and sauntered out.

II

When Jack awoke the next morning he had to feel in his pocket for the five twenty dollar bills to assure himself that the affair of the previous night had not been a dream. Then, as he remembered the details of his conversation with Captain Beck, doubts began to assail his mind. Many projects that seem easy of accomplishment while being discussed at a restaurant table in the evening assume a quite different hue when reviewed with sober afterthought in the early morning. The more he thought of the proposition that the captain had made to him the less he liked it.

"I'm sorry that I ever got mixed up in the business," he growled. "This fellow Beck may be all right, but I very much doubt it. He may be a crook dodging the police and he may be a gentlemanly confidence man or a counterfeitter who needs someone to help him pass bad bills. If he is a crook of any sort I suppose that he wants me to hold the bag and be the goat. By George, I won't have anything more to do with him! I'll meet him, return his money and tell him that the bargain is off. The office is bad enough—I don't want to spend a year or two in jail. I suppose that I may as well pack my bag and get out of town this morning anyhow. I'll decide where to go on my way down town."

He glanced at his watch and found that it was half-past nine. Informing his landlady that he would be away for two weeks he hurried to a nearby small restaurant and made a hasty breakfast. Then jumping on an open Broadway car he started down town.

If Jack had taken any but the Broadway car he would, in all probability, still be a clerk in the office of the World Insurance Company. As it was, he had to pass the imposing building of that institution and the sight of this edifice, to him an absolute prison, turned his thoughts into a new channel.

"Two weeks of freedom," he thought as he scowled at the building, "and then back to the grind for another year. It's disgusting. Old Man Smith will find that error I made and forgot to correct last week and will get after me good and strong when I get back. I shouldn't be at all surprised if he fired me. I think that I'll see this affair with Beck through, after all. I can always drop out if I want to, and five hundred dollars is a nice little pot of money. With it I could tell old Smith to go to the devil, and look around for something that would suit me better than stooping over a ledger all day. By George, I'll do it!"

As he made this resolution the car reached Cedar Street. Jack jumped off and hurried toward the river. It was a quarter before eleven when he reached West Street. There he waited for a few minutes, without seeing anything of Beck. Just as he was getting anxious a taxi drew up at the curb and a hand at the window beckoned him to enter. There he found Captain Beck, immaculate in a gray flannel suit, surrounded by luggage and leaning well back from the window.

"Glad you're on time," said the captain, extending his hand. "I think that I have thrown them off my track this time, but you can never be sure. That is why I didn't show my face at the window. Sandy Hook Line pier, driver."

"Where are we going?" asked Jack, forgetting that he had agreed to ask no questions.

"Asbury Park," replied Beck. "Queer place for anything in the adventure way, isn't it? Get the tickets, won't you?" he added, passing Jack a bill. "I don't want to show myself until we are ready to go on board the boat."

There were several people waiting to buy tickets and as Jack took his place another man stepped into line behind him. A few moments later, as he was turning away from the window with the tickets and change in his hand, this man stumbled, knocking against his arm and causing him to drop one of the tickets. The awkward man stooped quickly and picked it up, returning it with a bow and a few courteous words of apology, spoken in careful English, but with a slight foreign accent. Jack glanced at him curiously and saw that he was a short, dark fellow of middle age, who wore a pointed beard and long, heavy mustache, and who smiled in a quick, nervous way. As he stepped away from the window he heard him ask for a ticket to Asbury Park.

Captain Beck and Jack sat in the cab until the boat arrived. Then, followed by a couple of porters with the bags, they hurried down the long pier. As they passed up the gang-plank Jack noticed that the bearded man was standing near the rail, idly scanning the passengers as they came aboard.

Beck said nothing until they were seated on the upper deck, near the stern of the boat.

"They are after me again," he then announced in his usual off-hand manner. "I thought that I had thrown them off the track, but in some way they have managed to pick it up."

"How do you know?" asked Jack, who was becoming more and more interested in Captain Beck and his fortunes.

"Did you happen to notice a short, dark fellow, with a beard, standing at the rail when we came aboard? Well, he's the most dangerous of the lot. He is a mild enough looking chap, but I'll wager anything you like that there is a Toledo blade in that bamboo stick of his and, from all that I've heard of him, he is just the man to use it, should he think it expedient."

"The same fellow who stumbled against me when I bought the tickets!" exclaimed Jack. "He knocked one of them out of my hand and when he picked it up I suppose he saw what station it was for—he bought one to the same place. Can't you go to some other resort?"

"That's the deuce of it," replied the Captain. "I can't change now—it's too late. But, thank the Lord, there is still a chance to jockey the devil."

On the trip down the Bay Beck was quite as interesting as he had been in Sezanne's the night before. For ten years, as a miner, adventurer and soldier of fortune he had wandered up and down and across South and Central America. Everywhere he had found adventure and, in his cool, off-hand manner, told of wild scenes and wilder deeds in so convincing a way as to make his hearer long for the same free, untrammeled existence. But of his life before leaving England, and of his reasons for taking to the "out trail" he said not a word. The captain also drew out his companion and Jack told him of his artistic ambitions and waxed eloquent on the subject of his hatred of the office.

When he had finished, Beck sat in silence for a few minutes, then seemed to come to a sudden decision.

"Martin," he said, "I have decided to trust you all the way and I am going to tell you a little about the queer business in which I am now engaged. Then, if you want to, you can drop out, or, if you are willing to take the chances and stand by me for the next two weeks, I'll pay you enough to give you a couple of years in Paris.

"I can't tell you the whole story, for there is a lady, very highly placed in her own country, implicated in it.

"You no doubt remember that I said that the president of a Central American republic gave me the famous Esequiel jewels as a reward for services that I had been able to render him.

"While this man was president I was in command of his body guard. There was a revolution and the president and most of the other members of the government had to skip. In a way that I can not explain to you there came into my hands a packet containing these jewels. I turned them over to the president, but he handed them back to me. You see, there had been a pretty stiff fight and, although I had been wounded rather badly, I had helped him to escape. Naturally, being a soldier of fortune, I accepted them.

"Now, although I have a moral right to the jewels I have no legal right to them, for, as there had been a provisional president appointed, and the jewels were originally government property, the president had no right to give them to me. But, as I suppose you have heard, it is the custom in Central America for a deposed president to take with him all the valuables that he can lay hands on.

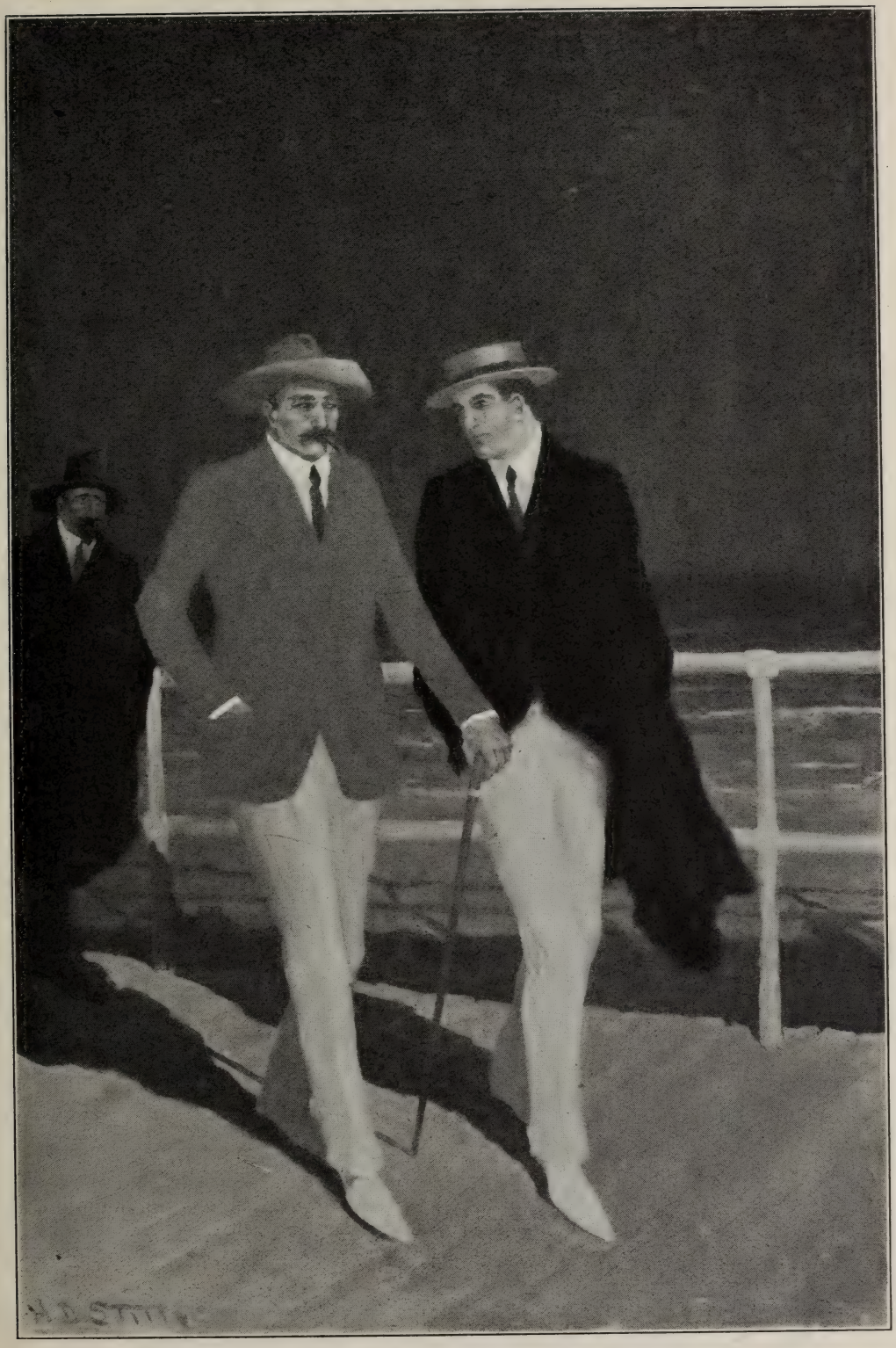
"The people who are after these jewels are the ones who engineered the revolution. They are members of what is now the government of the republic and should I attempt to leave the United States they would at once have me arrested. Every ship that sails is watched by their agents, and you know how closely they follow me. The man who is on the boat with us is Rojas, the chief of their secret police.

"However, because of certain political and personal considerations, they would rather not bring the law into the matter, and, so long as I do not attempt to leave the country, they will confine themselves to trying to get the gems through the efforts of their agents. My one chance is to slip away unnoticed, and, to attempt that, I have arranged for a schooner, the master of which is under great obligations to me and who I am sure that I can trust, to send a boat ashore on the Jersey coast and to take me off. Once at sea I can lose them long enough to dispose of the jewels. But to be on the safe side I had to allow the master of the schooner plenty of time and the date set is almost two weeks off. Those two weeks will be the dangerous time.

"If you decide to stay with me and help me make my escape it is very probable, in fact almost certain, that you too will be in very serious danger. The people who are after the Esequiel jewels will stop at nothing—not even murder—to get them.

"On the other hand, should we get through all right I will hand you a check for two thousand dollars.

"Now Martin, you must decide. Are you willing to risk your life for two thousand dollars?"



"DON'T LOOK BACK," BECK CAUTIONED, "HE IS FOLLOWING US"

"You bet!" exclaimed Jack. "I've always wanted to have an adventure and this is a real one."

Beck drew a small oblong box, wrapped in brown paper, from an inner pocket. After glancing around to make sure that they were not watched, he handed it to Jack.

"This is what they are after," he said. "You can never tell what trick they will try and by this time Rojas knows that I had the box with me when I left New York. Put it in an inside pocket. Well, here we are at the Highlands."

III

That afternoon Captain Beck and Jack were comfortably installed in one of the resort's largest and best hotels. Beck selected a large, pleasant room overlooking the boardwalk and ocean and containing two beds.

As soon as the bellboy left them Beck opened one of his bags and produced two automatic pistols.

"One of these is for you," he said. "I will show you how it works and you must always carry it. Remember, if we are attacked it may mean either your or the other fellow's life, so don't hesitate about shooting first. We have the law on our side."

"I wonder what has happened to Rojas?" remarked Jack." "We haven't seen him since we went aboard the boat."

"In all probability he is in this very hotel," answered Beck.

This supposition proved to be correct. As Jack and the captain were leaving the dining room after dinner that evening they saw the South American seated at a table near the entrance. Turning suddenly a moment later Beck saw him rise and follow them.

"Don't look back," he cautioned as they strolled along the Boardwalk. "He is following us, but I would rather that he did not know that *we* know it."

After a half hour's stroll they entered an unoccupied summer house that projected out over the water. A few minutes later Rojas stood bowing in the door way.

"Senor Beck?" he inquired, with his odd smile. Beck showed no sign of surprise. "Yes," he answered. "Won't you be seated?" Rojas declined with a gesture and started to speak rapidly in Spanish, but Beck interrupted with an upraised hand.

"If you have anything to say to me, Senor Rojas," he said, "I must ask that you speak in English. Mr. Martin does not understand Spanish and, in the matter that you are going to speak about, what concerns me concerns him."

Rojas, perhaps surprised to find that Beck knew him, hesitated a moment, then began again, this time in English.

"Senor Beck," he said, "I will be frank and open with you. I place my cards face upward on the table. You have the Esequiel jewels. You got them honestly, I know, inasmuch as the former president gave them to you as a reward for your faithful services. You see that I am well informed on all points. But at that time he was no longer president and, as the jewels were government property, you have no legal right to them. Therefore, we can regain them by seeking the help of the police."

"If that is the case," asked Beck, "why don't you have me arrested as a thief? Prove that what you say is true and the American authorities will return the jewels to your government."

"Ah, senor, you are clever," returned Rojas, smiling broadly. "As I said, I play with my cards face upward on the table. For various reasons, which you understand as well as I do, we, like you, are not anxious to appeal to the law. Senor Beck, here is the proposal that I am authorized to make to you. Give me the jewels and I will pay you twenty-five thousand dollars in American money."

"No," said Beck shortly.

"Then, senor, we will take the jewels," replied Rojas, still smiling. "And, although it would give me great pain, we will perhaps be compelled to take your life, too. I know that you are a brave and clever man, but you cannot escape us. Choose, senor, twenty-five thousand dollars or—death!"

"I'll keep both the jewels and my life," answered Beck, coolly.

"I am sorry," said the Spaniard, rising. Then a sudden change came over his face and he leaned intently forward.

"But, senor, we already have the jewels!" he cried, triumphantly.

Captain Beck smiled and puffed placidly on his cigar, but Jack, startled, placed his hand over the pocket in which he carried the box to assure himself that it was still there.

"That is, we are sure of getting them," added Rojas, who had not failed to notice Jack's movement. "Good-night, senors."

Beck, smiling, watched him until he disappeared in the crowd on the boardwalk.

"That little farce was staged to find which, if either, of us had the box with him," he said. "My dear fellow, you shouldn't have let him get a rise out of you like that. Come, we must get to our room and hide the box."

"What a fool I was," groaned Jack.

"Not a bit of it, old top," answered Beck, giving him a friendly slap on the shoulder. "You need experience, that is all. I don't think that they will dare attempt anything on our way to the hotel, but keep your pistol handy."

When they reached the hotel the orchestra was playing and many were dancing. In the corridor a group of fifteen or twenty people were gathered about the ball room door. Beck, a few steps in advance, made his way through without mishap, but Jack had the misfortune to collide with a stout gentleman, who turned upon him an angry countenance. By the time he had finished his apology Beck was out of sight.

Just as Jack was turning away from the still indignant stout man a tall, beautifully gowned woman who was standing, apparently alone, a few steps away, suddenly reeled and would have fallen had Jack not caught her in his arms. She rested there a few moments, seemingly almost fainting, then, before more than a few bystanders had noticed the incident, recovered herself and with a murmured word of thanks entered the ball room.

Jack hurried after Beck, catching sight of him just as he was entering their room. Just before reaching the door he mechanically felt for the box containing the jewels and found to his horror that there was a long clean cut in his coat and that the box was gone. For a moment his heart stopped beating, then he rushed to the room.

"Beck," he gasped, "I've been robbed of the box!"

"Where? When?" cried Beck.

"I don't know. Yes, I do, too. That woman—"

"Come, come, brace up!" ordered Beck crisply. "What woman? Tell me about it."

"A woman, apparently almost fainting, fell against me in the corridor. Naturally, I caught her in my arms. A few seconds later she seemed to recover and entered the ball room. A moment ago I felt for the box and found that my coat had been cut open and the jewels taken."

Beck was silent for a moment, his face stern. Then he started for the door.

"Go to the office and wait for me there," he ordered, over his shoulder. "I must find Rojas. Wait until I come, no matter how long I may be."

In the office Jack waited for almost half an hour. Then Rojas came in and stepped up to the desk, where the manager was standing. Jack, leaning against the cigar case, could hear the conversation.

"I am about to make a rather unusual request," Rojas began. "I have here a very valuable package, which I want to put in a safe place. I see that you have two safes in your office and wish to hire one for my private use. May I do so?"

"Why, yes," replied the manager. "The smaller safe is not in use, so I see no objection to you taking it."

"I thank you," said Rojas, drawing the paper wrapped box that contained the Esequiel jewels from his pocket. "I will place this package in it at once."

The manager opened the safe and Rojas placed the package inside. Then, with his back toward Jack, he turned the

combination. Going to the desk he wrote something on a sheet of paper, took an addressed envelope from his pocket, placed the paper in it and dropped it in the mail slot. On his way out he stopped at the cigar counter.

"*So,* Senor Martin," he remarked with his sneering smile, and turned away.

At this moment Beck, who had been searching all over the hotel for Rojas, entered the office. He walked straight up to the smiling Spaniard.

"Rojas," he said in a low and perfectly even voice, "you've got the jewels, but I'll have them back! If you attempt to leave Asbury Park before I give you leave, I shall shoot you. You may have heard that I am a man of my word."

"I assure you that I have not the slightest intention of leaving here before you do," replied Rojas. "Senor Martin can tell you that I have just made an important deposit in that safe."

Beck, without answering, turned on his heel and motioning to Jack to follow, left the office. Jack glanced swiftly around the room. Rojas was at the door, his eyes following Beck down the corridor. The manager and the clerk were engaged in conversation near a window. Leaning over the desk a moment, as if writing, he tore off the corner of the blotter—an almost new one—and quietly went out.

Beck held out his hand to Jack when he joined him in their room.

"Don't be downhearted, old chap," he said. "I might have been taken in by the same trick."

Jack gratefully grasped the extended hand.

"Beck, I can't tell you how badly I feel about this," he said earnestly. "I can say only one thing—that there is no risk that I will not run to help you recover the jewels and to make your escape."

"It will be a tough job, but I'm going to have a try at it," replied Beck. "But what the deuce did Rojas mean when he said that he had just deposited something in the safe?"

Jack told him what he had seen and heard in the office.

"You see the cleverness of the trick of placing the package in the hotel safe." said Beck thoughtfully. "The moment we attempt to recover it we leave ourselves open to arrest as burglars, not upon his complaint, but upon that of the hotel people. He will see to it that the safe is well watched."

"Here is a piece of the blotting paper with which he blotted the letter he sent off in the mail," suggested Jack. "I have heard of reading what has been written by holding the blotter before a mirror. Let's try it."

"Good!" exclaimed Beck. "It may give us a clue."

Jack held the piece of blotter before the glass and what were unintelligible marks on the paper resolved themselves into plain letters and figures in the mirror.

"Start at 5—right to 40—left to 8—right to 58," they read.

"It's the combination of the safe!" exclaimed Beck.

"Then why the deuce did he send it away in a letter?" asked Jack.

"I have it," said the captain, after a few moments thought. "They know that we can not touch the jewels as long as they are in the safe. Rojas intends to watch me as long as I remain here and follow me when I leave. He has sent the combination to someone else—it's in English, you notice—who will come and recover the box when I am out of the way."

Captain Beck stood in silence for a few moments, staring out over the ocean. Then he turned to Jack.

"Martin," he said, "I am going to have those jewels back if I have to blow the safe to get them! I've wandered about for a good many years and seen good times and bad, but this is the first good pot that I've ever won, and I'm not going to be robbed of it. I may get caught and go to jail, and I don't want to let you in for that. So—"

"I lost the jewels for you," interrupted Jack, "and I'm going to help you get them back. Make whatever plans you think best—I'm with you all the way."

(To be concluded in the next number)

Accident Prevention

By John A. Rupp
File Clerk, Office of General Auditor

(Prize Article on Accident Prevention)

I ONCE read a convincing allegory upon human life, written by Addison, entitled: "The Vision of Mirzah." It relates how Mirzah had ascended the hills of Bagdad, intending to spend a day in quiet meditation. As he sat there he heard a sound like sweet music, and on looking up his attention was diverted to a genius clad in shepherd's garments, who beckoned to him, saying: "I have heard thy musings on the life of man." The genius then bade Mirzah to look eastward. Upon doing so, he beheld a great valley, with a foaming tide rushing through it. A bridge, composed of three-score-and-ten arches, which, added to some broken ones near the one end, made up the number to nearly one hundred, spanned the valley. At either end was a thick mist. Mirzah turned in bewilderment to the genius, inquiring what it meant. The genius told him that the mist was the "mist of eternity," and the bridge, "the bridge of life." Mirzah noticed many people passing over the bridge and there were many trap-doors in it, more numerous at the ends than in the middle. The trap-doors opened as they were stepped upon and let the people fall through into the gushing tide beneath, which bore the unfortunate ones quickly away into the mists. Mirzah saw some of the people pushing others on trap-doors that they otherwise would not have trodden on. Many others were busy pursuing bubbles which broke almost as soon as grasped. Mirzah also discerned in the vision that very few people got past the middle of the bridge. Some did manage to keep up a kind of limping march through the broken arches; however, these looked exhausted from their fatiguing walk.

This allegory is indeed true. We all pass over the "bridge of life" to the "mists of eternity." The trap-doors, as applied to railroad life, are the dangerous risks taken by many, which result in disaster. It is certainly deplorable that very few people who are born into the world live past middle life. But how sad is it for others, "pushed through the trap-doors" of life by their fellow employes, who indulge in unsafe methods, leading to their downfall. It is distressing enough that many sacred lives are sacrificed in battle, or starved by the greediness of others.

The bubbles which many chase are riches and pleasure. But if one has not straight limbs and good health to enjoy these gifts of what value are they? Unsafe habits are the danger signals to "Stop! Look! and Listen!" It is then time to correct our methods. As it is poor policy for an engineer to wait until his engine breaks down before he repairs it, so also it is unwise for anyone to be habitually careless at his daily employment until an accident befalls him. When life is extinct, it is too late.

Having developed our bodies to their fullest possibility of physical and mental culture, through the aid of our Welfare Bureau, we should give careful attention to the treatise on accident prevention,



JOHN A. RUPP

and as members of the large Baltimore and Ohio family lend hearty cooperation to safety plans for the future, which will be further conducive to our happiness and contentment, individually as well as collectively.

—

The Prize Winner a Baltimore Boy

JOHN A. RUPP, the winner of the prize offered by the management for the best essay on "Accident Prevention," was born in Baltimore, Md., on October 14, 1894. He was educated in St. James' School and Sadler's Business College and entered the service of the Company on April 4, 1911, as a clerk in the office of the auditor of disbursements. About a year later he was transferred to the office of the general auditor, where he now holds the position of file clerk.

Forget It

If you see a tall fellow ahead of a crowd,
A leader of men, marching fearless and proud,
And you know of a tale whose mere telling aloud,
Would cause his proud head to in anguish be bowed,
It's a pretty good plan to forget it.

If you know of a skeleton hidden away
In a closet, and guarded and kept from the day
In the dark; and whose showing, whose sudden display,
Would cause grief and sorrow and life-long dismay,
It's a pretty good plan to forget it.

If you know of a thing that will darken the joy
Of a man or a woman, a girl or a boy,
That will wipe out a smile, or the least way annoy
A fellow, or cause any gladness to cloy,
It's a pretty good plan to forget it.—*Ford Times.*

The Evolution of the Relief Department

By William H. Ball

Secretary to Superintendent Relief Department

EVERY machine, edifice or institution designed by man for his use, convenience or comfort has its inception in an idea born in the mind of some dreamer.

In the beginning this idea is usually enveloped in a murky haze of doubt, speculation and conjecture, which frequently almost obliterates every trace of it. By degrees, however, the fundamental idea emerges, stands out in bold relief from the original encumbrances, and is embodied in some substantial plan which eventually operates for the benefit of mankind.

No dreamer is exempt from the ridicule and criticism of people who claim the distinction of being practical men. Every suggestion of a departure from the established order is vigorously attacked on all sides by the conservative, and the idealist is told that his dreams are incapable of realization.

It seems almost paradoxical to say that dreamers or idealists are usually the most practical men, with an unfaltering determination to carry out to a logical conclusion the idea which had its birth in their dreams. To men of this type, the race owes much for its progress onward and upward, although few of them have ever had the satisfaction of living until there was general recognition of their contribution toward the sum of human happiness.

The Relief Department of the Baltimore and Ohio Railroad has been in successful operation for thirty-seven years. It had been in existence for many years when most of the present employes of the Company first entered the service. We therefore accepted the institution as part and parcel of the general scheme, and appropriated the benefits flowing from its activities with the haughty indifference of an Oriental potentate receiving tribute from his subjects: it was ours by right, so why should we inquire how, why and when the plan was inaugurated. But, this well-organized and evenly balanced adjunct of the corporation originally existed as an idea, an indefinite dream. The hard-headed conservatives predicted that a plan providing relief for the disabled employe and the dependents of those who died would inevitably fail, particularly because it involved joint contributions and administration by the employes and the management. As usual, opposition merely served as a stimulus for those who were behind the movement, and thirty-seven years successful operation certainly demonstrates the fact that these men knew what they were seeking to accomplish, even though they were ridiculed as dreamers and idealists.

The most extravagant dreams of the founders of our Relief Department did not contemplate the growth of the institution to its present proportions. Their original idea was to provide organized aid for disabled employes and their dependents, to take the place of the irregular and illogical practices which prevailed theretofore. The plan inaugurated was so successful that it has served as a model for hundreds of similar

institutions that other companies have inaugurated since that time. We are justly proud of this distinction as a pioneer in welfare work, particularly because it proved that there was a community of interest between employer and employe, encouraging and promoting that loyalty and spirit of the corps which are such valuable assets to an enterprise.

As a logical sequence to the original plan of relief, there followed first the Company's Pension System, providing allowances from a fund contributed by the Company alone, to employes becoming incapacitated by age or disease after long and faithful service; and, later, the establishment of a Savings Fund providing a convenient place of deposit, on interest, of employe's savings, with opportunity to employes to borrow the money so deposited, in order to purchase or build homes.

To most of the Company's employes these activities of the several features of the Relief Department are well known. If more detailed information is desired, the management will be pleased to answer all inquiries, either directly or through the medium of our MAGAZINE.

Twenty-Eighth Annual Meeting of Baltimore and Ohio Association of Railway Surgeons Held in Cleveland

THE Twenty-eighth Annual Meeting of the Baltimore and Ohio Association of Railway Surgeons was held in Cleveland, Ohio, June 20 to 22 inclusive. The convention was well attended and all the medical men present report a most enjoyable and profitable time.

The membership of the Association is composed of surgeons connected with our railroad, and it has for its object the promotion of matters relating to the highly specialized work of the railroad surgeon. Conventions at which subjects of interest to the profession are discussed and addresses made by some of the most prominent medical men of the country, are held annually in the various cities on our System.

The opening session was held on the morning of June 20. The Reverend Andrew B. Meldron pronounced the invocation, and addresses of welcome were delivered by Hon. H. L. Davis, Mayor of Cleveland, in behalf of the city, by Dr. Ralph K. Updegraff, the president of the Cleveland Academy of Medicine, on behalf of the medical profession of Cleveland and by M. G. Carrel, our district passenger agent at Cleveland, on behalf of the Company. Dr. John W. Hays, the president of the Association, responded, and was followed by S. H. Tolles, our counsel at Cleveland, who delivered an interesting address.

Dr. E. M. Parlett, chief of our Welfare Bureau, then delivered an address on "The Welfare and Health of Railway Employes." Lack of space makes it impossible to publish this important and most interesting address in this issue of the MAGAZINE, but it is hoped that it will be possible to publish it in full in the near future.

Dr. Parlett was followed by Dr. W. C. Rucker, assistant surgeon, U. S. Public Health Service, who spoke on "Epidemiology of Disease," and by Dr. Lydon

Holt Landon, assistant to the chief surgeon of the Carnegie Steel Co., of Pittsburgh, who gave a most interesting illustrated talk on the Carel-Deakin method of treating wounds and the Ambrin treatment of burns. His talk was illustrated by lantern slides of treatment of the terrible wounds caused by shrapnel and liquid fire in the Great War.

Other addresses at this session were: "The Matter of Temperament and Disease," Dr. Theodore Diller, of Pittsburgh, Pa.; "The Use of Atropine Combined with Dionin and Cocaine, in treatment of Eye Injuries," Dr. Frederick S. Baron, P. A. C. S., of Zanesville, Ohio; "The Non-surgical Treatment of Ocular Traumatism," Dr. R. C. Heflebower, of Cincinnati; "Traumatic Synovitis," Dr. A. L. Grubb, of Berkeley Springs, W. Va., and "A Surgeon's Experience on a Trip Around the World," Dr. James Cooper, of Baltimore.

"All work and no play makes Jack a dull boy," so the members were entertained at a theatre party at the Stillman Theatre in the afternoon and a cabaret dinner at the Hotel Statler in the evening.

At the session on June 21 the following addresses were delivered: "Bone Transplantation," Dr. H. H. Haynes, of Clarksburg, W. Va.; "Fractures," Dr. H. A. Becker, of Cleveland; "Operative Treatment of Fractures" (illustrated), Dr. Walter L. Griess, consulting surgeon, of Cincinnati; "Injuries of the Spine," Dr. Charles F. Bowen, of Columbus, Ohio; "Report of an interesting case in its relation to so-called traumatic Hernia" Dr. C. R. G. Forrester, consulting surgeon, Chicago; "Abdominal Injuries with and without External Evidence," Dr. C. E. Shilling, of Canton, Ohio; "Injuries to Abdomen and Pelvis," Dr. J. W. McDonald, of Fairmont, W. Va.; "Injuries to the Liver from External Violence," Dr. John W. Thomson, of Garrett, Ind., and "Cholecytostomy versus Cholecystectomy," Dr. E. J. Weber, of Olney, Ill.

The entertainment for this day consisted of a sight-seeing automobile trip to interesting places in Cleveland.

The last day of the convention was spent in an all-day boat trip to Put-In-Bay. A business meeting was held on the boat, at which the following officers were elected:

President, Dr. W. F. Morrison, of Philadelphia; first vice-president, Dr. E. B. Fittro; second vice-president, Dr. J. G. Shirer, of Newark, Ohio; secretary-treasurer, Mr. C. E. Johnson of Baltimore (re-elected).

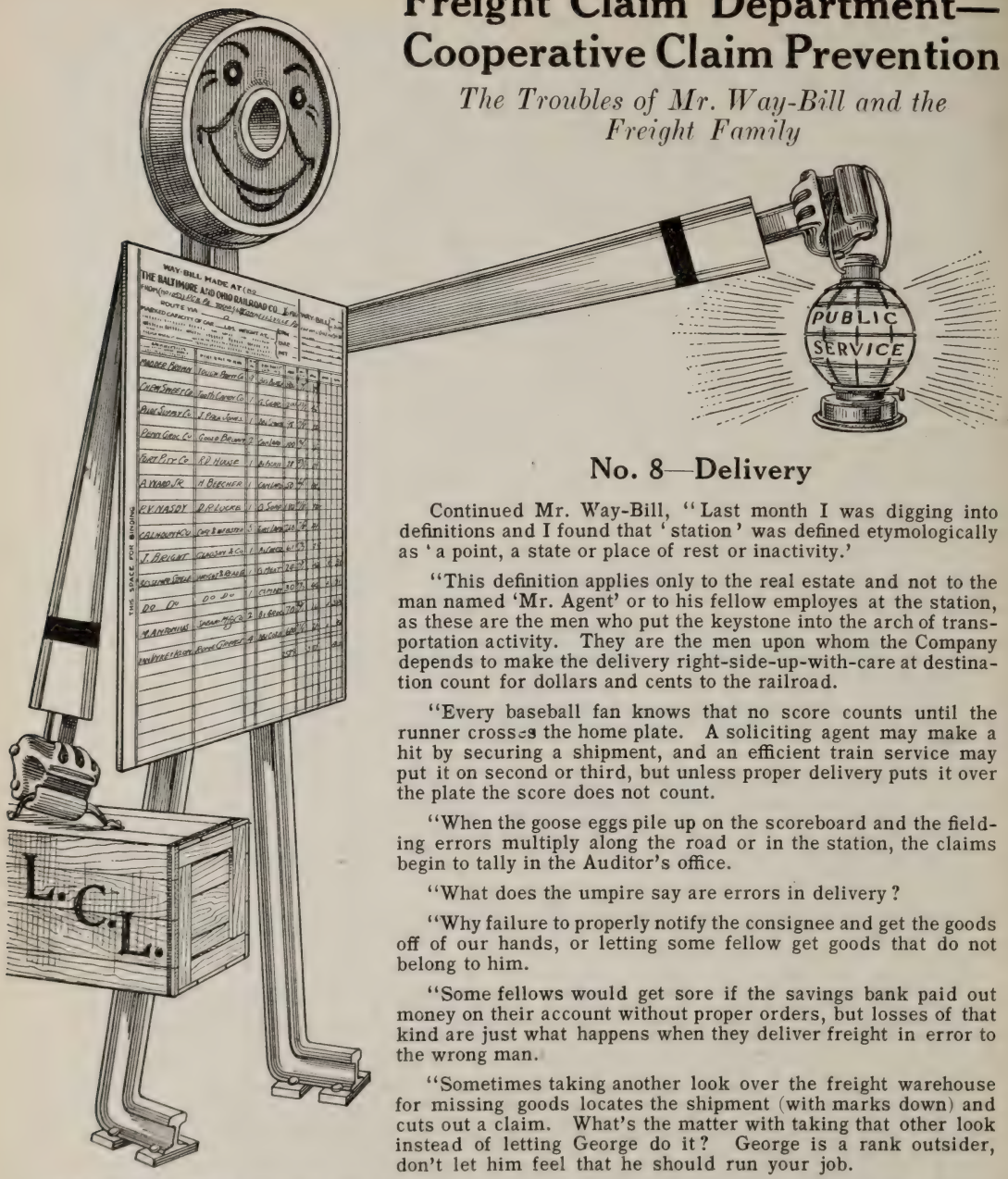
The 1918 convention of the Association will be held in Baltimore.

Note These Increases in Iron and Steel Prices!

	May 30, 1917	July 3, 1914	Per Cent. Increase
Foundry, No. 2, Philadelphia, ton	$45.50	$14.25	219.3
Basic Iron, Valley, ton	42.50	12.50	240.0
Bessemer Iron, Pittsburgh, ton	45.95	14.70	212.6
Gray Forge, Pittsburgh, ton	40.95	13.35	206.7
Billets, Bessemer, Pittsburgh, ton	95.00	21.00	352.4
Billets, Open Hearth, Philadelphia, ton	95.00	22.02	331.4
Wire Rods, Pittsburgh, ton	90.00	25.00	260.0
Steel Bars, Pittsburgh, 100 pounds	4.00	1.25	220.0
Wire Nails, Pittsburgh, 100 pounds	3.50	1.55	125.8
Tank Plates, Pittsburgh, 100 pounds	7.00	1.20	483.3
Structural Beams, Pittsburgh, 100 pounds	4.00	1.20	233.3

Freight Claim Department—Cooperative Claim Prevention

The Troubles of Mr. Way-Bill and the Freight Family



No. 8—Delivery

Continued Mr. Way-Bill, "Last month I was digging into definitions and I found that 'station' was defined etymologically as 'a point, a state or place of rest or inactivity.'

"This definition applies only to the real estate and not to the man named 'Mr. Agent' or to his fellow employes at the station, as these are the men who put the keystone into the arch of transportation activity. They are the men upon whom the Company depends to make the delivery right-side-up-with-care at destination count for dollars and cents to the railroad.

"Every baseball fan knows that no score counts until the runner crosses the home plate. A soliciting agent may make a hit by securing a shipment, and an efficient train service may put it on second or third, but unless proper delivery puts it over the plate the score does not count.

"When the goose eggs pile up on the scoreboard and the fielding errors multiply along the road or in the station, the claims begin to tally in the Auditor's office.

"What does the umpire say are errors in delivery?

"Why failure to properly notify the consignee and get the goods off of our hands, or letting some fellow get goods that do not belong to him.

"Some fellows would get sore if the savings bank paid out money on their account without proper orders, but losses of that kind are just what happens when they deliver freight in error to the wrong man.

"Sometimes taking another look over the freight warehouse for missing goods locates the shipment (with marks down) and cuts out a claim. What's the matter with taking that other look instead of letting George do it? George is a rank outsider, don't let him feel that he should run your job.

"It's tough to think that one man's lack of care lets in a claim that kills off what another man has done to boost revenue.

"Claims are preventable, and when you lose faith in your ability to prevent them your main-spring is out of order. It's up to you to keep your main-spring wound."

Taking another look for missing freight cuts out a claim
Good service is the Railroad's best advertisement
Put into transportation watchful care and sleepless vigilance and you get Delivery

—H. Irving Martin

The Menace of the Mosquito and How it Can be Eliminated

By Dr. E. M. Parlett
Chief of Welfare Bureau

SINCE it was discovered that the mosquito is the conveyor of malaria, yellow fever and other diseases, a great deal of interest in this insect has been awakened and much remedial action taken by individuals and communities for the relief of humanity.

It was not, however, until Colonel Gorgas demonstrated at the Panama Canal Zone, on a large scale and with such brilliant results now known to practically all civilized mankind, that the wholesale destruction of mosquitoes meant the complete eradication of yellow fever, malaria, filariasis and dengue that the world was convinced and an awakened interest became manifest.

In certain districts of the United States malaria does more damage to life and health than all other diseases combined, and it seems plain that in these districts too much attention cannot be given to measures for the proper control of the disease and its vector.



FIG. 5.—FEMALE ANOPHELES MOSQUITO THE MALARIA CARRIER

Mosquitoes are thus proved to be a direct and distinct menace to our health and comfort. Malaria and yellow fever, without question, owe their prevalence to them, as they are the *only* known means of transmitting these diseases, and our health is also encroached upon by the loss of rest and sleep and the destruction of our quietude and comfort occasioned by the bite and song of the "female of the species," which, in the case of the mosquito at least, is decidedly more "deadly than the male."

The control of malaria and yellow fever requires their extermination.

How are we to go about the process of exterminating the mosquito?

First — those who need information on the subject must be supplied with it; must be made to understand what must be accomplished and to realize the full importance of the work. Each unit of the community should work to its fullest capacity, and with continued application, toward the elimination of this pest.

Second—mosquito shelters and breeding places must be destroyed, or so treated that breeding becomes impossible. This must be done periodically where the nature of the breeding ground does not permit of permanent eradication, and at varying intervals where the water supply is not constant and dependent upon rains, drainage, etc. This work is a com-

munity affair, and every member of the community has a duty to perform in the removal or destruction of all possible breeding places. Community cooperation is actually *essential* in such work. While citizens working alone may, and will, achieve certain limited and quite desirable results, it requires the entire community working as a unit to thoroughly accomplish the complete extinction of this pest, otherwise the work is but palliative. And at the same time the community will gain much in health and general community attractiveness by the destruction of these breeding places and its attendant general cleaning up, which naturally follow.

During the summer months extraordinary precautions must be taken to

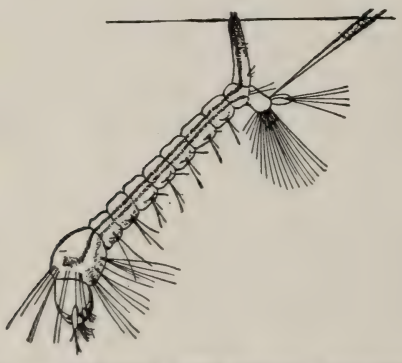


FIG. 13.—HOW THE BABY CULEX MOSQUITO BREATHES. THE LINE AT TOP OF CUT REPRESENTS THE SURFACE OF THE WATER

prevent disease and to promote wholesome ideals of practical sanitation. It is to the interest of all citizens to work with their respective local health departments toward this end. It is most advisable to get in touch with the health officer and tell him of your purpose to cooperate with his department. Let the newspapers know of your civic pride and thus become the originator of a sanitary crusade in your own neighborhood. Before long other members of your community will become as deeply interested in their own health and the health of the community as you are, and you will be surprised at your own accomplishment. Your ambition and interest will prove both welcome and beneficial alike to your health department and to your neighbors.

In warm weather it takes but one day for the eggs of the mosquito to open, permitting the larvae or "wiggle tails" to emerge. The "wiggle tails" are one-



FIG. 11.—PATTERNS ASSUMED BY MALARIAL MOSQUITO EGGS ON THE WATER

eighth of an inch in length and develop into what are generally called "tumblers" in about one week (customarily five days in warm weather). In about another week (five to seven days) the thin head-covering of the "tumblers" opens and full fledged, fully equipped, young and vigorous mosquitoes emerge, ready to fly and determined to menace the health and comfort of human beings within range of their activity.

The breeding female is the only mosquito that survives over winter, migrating for that purpose to the darkest and dampest corner of the cellar, or to some similar place. In the spring the female seeks standing or still water, no matter how small the amount, in which to deposit her 200 or more eggs. Almost any puddle will serve for the development of these eggs and, unless proper precautions are taken, such puddles are usually to be found on the premises, near the place of winter hibernation.



FIG. 10.—A RAFT OF CULEX MOSQUITO EGGS ON THE WATER

A careful survey of your premises should therefore be made to see that there are no loose bricks in the yard or pavement. Such depressions hold sufficient water long enough to become the breeding place of mosquitoes. Tin cans, lids, saucers, flower pots, sagging roof gutters, buckets, barrels, pools of stagnant water, etc., are examples of conditions which may serve as breeding places for mosquitoes. It is well to know that many

crops of mosquitoes are also bred indoors; in cellars, defective indoor drains and toilet fixtures, sinks and neglected water pitchers, tubs, flower pots, pans or other receptacles holding even a quite small quantity of water.

The anopheles (transmitter of malaria) mosquito and the culex, the two varieties

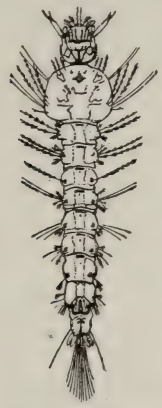


FIG. 15.—OUTLINE SKETCH OF MALARIAL MOSQUITO "WRIGGLER"

most common to us, are bred in close proximity to our dwellings. Mosquitoes are frail of wing and therefore are not long distance travelers, as is thought by some. Under usual circumstances they do not fly over two or three hundred feet from their breeding places. This makes the task of seeking out breeding places somewhat easier than it otherwise would be. It follows, therefore, that if you are annoyed by mosquitoes in your home you may be quite certain the breeding place is near at hand, perhaps on your own premises.

It should not be forgotten that by killing one female mosquito in the spring one

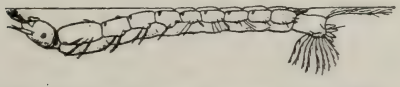


FIG. 14.—BABY MALARIAL MOSQUITO BREATHING

really slaughters them by the thousand, for each spring female mosquito is the potential source of thousands of these summer pests. As in the case of the fly, it is easier and much more satisfactory and profitable to destroy the breeding places of mosquitoes than to attempt to obtain relief later by swatting or by fumigation with insect powder or sulphur. But it may be said that fumigation in the spring, before the female has deposited her eggs, is a very effective means of mosquito elimination, if properly carried out. This fumigation stupefies but does not kill. The stupified mosquitoes fall to the floor and should be swept up and burned. But swat, or otherwise kill, every mosquito seen about the house.

Marshes, pools and swamps should be drained or if possible filled in; weeds should be cut down, for during the day



FIG. 16.—PUPAE; 1 CULEX; 2 ANOPHELES; 3 AËDES CALOPUS. (AFTER HOWARD)

it is the habit of mosquitoes to shelter themselves from the sun in weeds and high grass, standing water in barrels, buckets and other receptacles, when such collections of water are necessary for fire protection or other useful purpose, should be covered, and a thorough cleaning up of trash and water holding debris should be made. Where such methods are not practical, the surface of all collections of standing water, other than that used for fire protection, no matter whether foul

or otherwise, should be covered with a thin film of kerosene oil.

One ounce of kerosene oil is sufficient to thoroughly cover fifteen square feet of water area. This should be repeated every two weeks for permanent success.

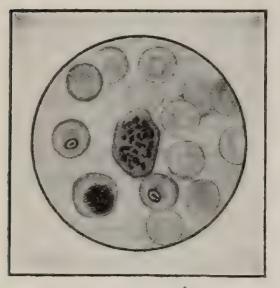


FIG. 1.—NORMAL RED BLOOD CELLS, AND RED BLOOD CELLS CONTAINING MALARIAL PARASITES

Baby mosquitoes —the "wrigglers," or "wiggle tails" and "tumblers" —are killed by suffocation by the layer of oil on the surface of the water. It is customary for the baby mosquitoes to get breathing air by coming to the surface of the water at frequent intervals, breathing through their "respiratory siphons," as shown in the accompanying illustration, wriggling and tumbling in their efforts to do so. The film of oil shuts off the air supply and they necessarily die of suffocation.



FEMALE CULEX MOSQUITO

The *modus operandi* of malaria transmission from man to man through the agency of the mosquito (the only known agency) is as follows:

When sucking the blood of a human being suffering from malaria the mosquito necessarily sucks into its stomach with the blood millions of the small animal malarial parasites that feed upon and destroy the red blood cells of man. The malarial parasites in developing within the body of the mosquito find their way into the mouth (the salivary gland), which produces saliva to dilute or thin the human blood. The blood otherwise is of too bulky a consistency to be sucked through the delicate bill of the mosquito. When this saliva, teeming with malaria parasites, is thus injected by the mosquito into the wound it makes when sucking blood, these parasites get into the human system and thence the blood stream, destroying the red blood corpuscles and by multiplying produce the toxines which cause the devitalizing disease which we know as malaria, as mentioned above. Thus it will be seen that malaria is not caused by eating



FIG. 3—RESTING POSTURE OF MOSQUITOES; 1 AND 2 ANOPHELES; 3 CULEX PIPIENS. (AFTER SAMBON)

improper food or by drinking contaminated water, or by the night air, as was formerly thought. It is caused only by the bite of the mosquito. In certain sections this disease not only causes many deaths and much disability, but seriously interferes with the physical efficiency of the wage earner and of other classes as well.

To prevent mosquitoes from biting healthy people, mosquito bars should be used, and houses, camp cars, etc., should be thoroughly screened with No. 16 wire mesh. Holes in screen doors and other neglected places of entrance about the house or sleeping chamber, including open fire places and ventilator openings, serve as traps which permit mosquitoes to enter during the night. They are unable to again find the opening in daylight and thus remain to increase in numbers within the house.

Persons who have had malaria should remain in a screened house at night, to prevent the spread of the disease to others, through the medium of the mosquito. Such individuals are called "carriers" and are likely to have parasites in



STOMACH OF ANOPHELES. MOSQUITO CONTAINING MALARIAL PARASITES

their blood for weeks and months, after they have apparently and practically recovered from the disease. "Carriers" spread malaria in a community to as large an extent as do those suffering with the manifest symptoms of the disease (chills and fever).

Quinine is the only known specific for malaria and when taken by well people in small doses (three grains a day after meals for adults) during the malarial season, will effectively prevent the disease. "Carriers" should be treated during and between seasons, for the complete destruction of the parasites in the blood stream and, in addition, to avoid the danger of relapse, which in some cases may occur several times. Such relapses at times follow lengthy intervals of perfect health.

SUMMARY: To prevent malaria, get rid of the anopheles mosquito. To avoid annoyance and discomfort, loss of sleep and skin irritation and occasionally blood poisoning therefrom, get rid of all mosquitoes—by the destruction of their breeding places and shelters. The methods best adapted to this end are: Cutting down weeds and high grass, draining or filling in swamps and marshes, a general community cleaning up and the removal of receptacles holding stagnant water; by oiling the surface of water collections that do not permit of other measures of treatment as above outlined, by introducing into sluggish streams fish of the minnow species, which devour the larvae, by "swatting," and by the fumigation of houses and cellars, followed by sweeping up and burning the stupefied mosquitoes.

Second: The thorough screening of houses, camp cars, etc., against the invasion of the mosquito.

Third: In infested districts to immunize well people against malaria by small doses of quinine, frequently admin-



SPRAYING SURFACE OF WATER WITH KEROSENE OIL TO DESTROY BABY MOSQUITOES

istered, and to treat those suffering with malaria until they are completely cured and cease, as "carriers," to be a menace to others, and by keeping such persons within screened homes at night until cured.

One of the most satisfactory known remedies for mosquito bites is household ammonia. Others recommended are alcohol, glycerin and moist soap rubbed gently over the punctures.

A two-cent smile gets more for you than a ten dollar frown.

Get together—too many cooks may spoil the broth, but it takes "all hands and the cook" to keep Safety work stirred up.—*Henry Bergstrom, Member Chicago Divisional Safety First Committee.*



Baltimore and Ohio Employes Magazine

ARTHUR W. GRAHAME, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Further Changes on Magazine Staff

THE war has caused another change in the personnel of the MAGAZINE staff. Our readers will remember that last May the editor, Robert M. Van Sant, was furloughed to attend the first Officers' Reserve Corps Training Camp, at Fort Myer, Va. Mr. Van Sant successfully completed his training and has been commissioned a second lieutenant of infantry in the National Army.

Herbert D. Stitt, the MAGAZINE staff artist, also attended the first training camp and made a most creditable record for himself. However, the final physical examination disclosed the fact that he had developed a slight physical defect while undergoing the rigorous training, and he has therefore returned to his position with the MAGAZINE.

The latest member of the staff to enter military service is Arthur W. Grahame, associate editor, who has been acting as editor in Mr. Van Sant's absence. Mr. Grahame has been furloughed to attend the second Officers' Reserve Corps Training Camp at Fort Myer, which opens on August 27. He is succeeded by Frank A. O'Connell, a Baltimore newspaper man of wide experience, who will take charge beginning with the September issue.

The Faultfinder

THE world's greatest nuisance is the faultfinder, for he is conspicuous everywhere. He does not hide his light under a bushel nor speak in a whisper. His mission is to be seen and heard.

The Creator in six days made the universe and when it was finished declared that the work was good. Yet, since its creation, the world has been full of faultfinders who do not think it is good enough for them.

The peculiarity of the habitual faultfinder is that he has no reason to find fault. He disturbs the serenity of those who are happy and who would enjoy peace and contentment but for him.

Nothing satisfies the faultfinder and no era has been free from his tantalizing presence. The faultfinders exasperated Moses on the mount until he dashed to pieces the stone tablets inscribed with the first written laws of God. But the Ten Commandments remain the law of God and man.

The faultfinder is the bane of the family circle. He undermines affection, destroys peace and breeds discontent. He is the fly in the ointment, the unwelcome intruder. He makes the task of the genuine reformer more difficult.

He blocks the path of progress. He cumbers the statutes with unnecessary and unworkable laws. He dictates destructive policies to those in authority and makes them cower before his vitriolic tongue, his poisonous pen and pestiferous persistence.

No church has been without its faultfinder, no social organization; no shop, factory or office and no movement for the public good is exempt from his intrusion.

The faultfinder is found everywhere, scattering the seeds of distrust, poisoning the minds of those who will listen, marshalling the forces of unreason, casting shadows on the sun, dimming the light of the stars, mocking the hopes of humanity and challenging the goodness of a beneficent Providence.

Out with the faultfinder! We have no room for him.—*Leslie's Weekly.*

Handling Once

From "Ford Times"

DID YOU ever stop to think of the profits that could be made through handling everything that enters into a business only once?

¶ How many times during the day, whether your position be that of office-boy, manager, shop foreman, machine-hand, or superintendent, do you find yourself handling things twice that could have been as well or better handled once?

¶ Anything that saves time is a Profit-Maker.

¶ Handling once is certainly a time-saver, and yet how few employes engaged today in any large business try to acquire this profitable habit.

¶ In replying to correspondence, for illustration, see to it that every question asked in the inquirer's letter is fully answered. Don't make necessary the writing of a second and possibly a third communication by not covering the matter completely in your first letter by "handling once." Postage is thus saved both ways, stationery, typewriter's time, the customer's time, and your own time.

¶ There is always room at the top for the man who can be relied upon to more promptly deliver the goods by handling them only once.

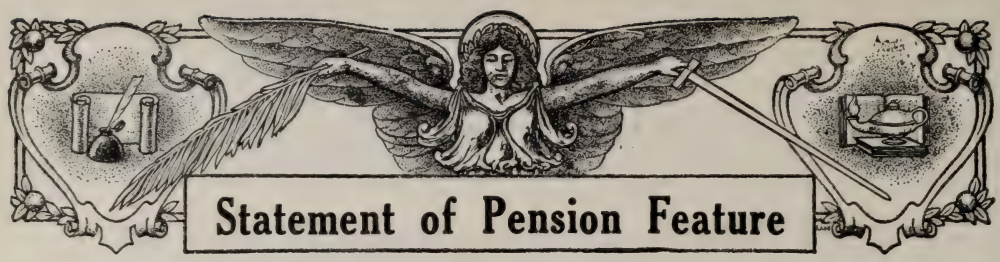
¶ Handling once is a star accomplishment. It is the master-key that fits all the locks of business progression.

¶ To pass along this idea of "handling once" is to multiply its power in doing things quickly and economically.

¶ The waste basket is a valuable utility in the handling once of some things. Many things find their way into desk drawers and letter-files that should go directly to the rag-man. Red tape is system handled twice—so don't let out so much that it requires rewinding but handle it only once.

¶ Just figure out some day how many times you handled something twice. Beginning things and not finishing them is in the double handling class. Learn how to talk by saying it right the first time—by stating plainly and in understandable language what you want to say.

¶ Lack of thoroughness in not handling once is one of the universal faults of all average employes, and marks the difference in nine cases out of ten between the live ones who are really doing things and the others who are only half trying.



Statement of Pension Feature

Employes who have been honorably retired during the month of July, 1917, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Ambrose, John W	Engineer	C. T	Cumberland	31
Butler, John H	Conductor	C. T	Baltimore	36
Counselman, Francis A	Machinist	M. P	Baltimore	48
Dixon, William H	Mail Carrier	C. T	Indiana	10
Hipsley, James W	Conductor	C. T	Cumberland	35
Jaracki, John	Car Repairer	M. P	Chicago	25
Jordan, John P	Electrical Engineer	Electrical	Baltimore	40
Maxon, Calvin, H	Crossing Watchman	C. T	Ohio	33
McKelvey, Elom C	Fireman	C. T	Chicago	35
Ragsdale, Randolph	Laborer	M. P	Indiana	18
Snyder, John W	Car Inspector	M. P	Baltimore	32

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1916, over $296,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,107,926.10.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Durkin, Patrick	Station Cleaner	M. of W.	Monongah	June 26, 1917	27
Clark, Patrick	Watchman	C. T	Pittsburgh	July 1, 1917	35
Evatt, George K	Pipe Fitter	M. P	Baltimore	July 2, 1917	21
Merklin, Albert	Clerk	C. T	Baltimore	July 5, 1917	40
Brady, Joseph J	Yard Engineer	C. T	Baltimore	July 11, 1917	50
Linebaugh, Wm. M	Agent	C. T	Ohio	July 25, 1917	11
Jones, Edward S	Door Fitter	M. P	Baltimore	July 28, 1917	42
McNeir, Theodore W	Switchman	C. T	Baltimore	July 29, 1917	36

Bando Club Girls Prove Their Patriotism By Taking Up Red Cross Work

By Miss Edith Henderson

IN line with the general trend of current events the Bando Club has taken up Red Cross work. The club has had this matter in contemplation for many weeks, and arranged for a lecture by Mrs. Julius Freeman, who is Chairman of Receiving and Packing, Women's Department, Red Cross Association. Many features of Red Cross work were taken up and explained thoroughly by Mrs. Freeman, who, by the way, is not only an enthusiastic Red Cross worker, but a speaker of ability and delightful personality. As the result of this lecture a number of the Bando Club girls wished to start the work at once, but because of the rehearsals for the opera "Mikado," it was necessary to postpone definite action until about the middle of May.

The necessary arrangements as to time and place of meeting, instructors, etc., were finally completed and the Club now has three first-aid classes which meet weekly. The first class started Saturday night, May 12, with twenty-five members. This class, of which Miss Grace Berghoff is chairman, is under the instruct on of Dr. Mareno. Wednesday night proved to be very convenient for a good many members, and consequently the second or Wednesday night class grew rapidly to a membership of fifty. This class started the course on May 16, and because of its size required the combined services of Dr. Egan and Dr. Growt, with Miss Elizabeth Diehl as chairman. Later, however, the Wednesday night class was divided into two divisions. Dr. Growt is instructor and Miss Virginia Smith chairman of the second Wednesday night division. When first started all classes were held in McCoy Hall, but since the Red Cross Association has moved from there into some of the old Hopkins buildings it has been necessary to find other quarters, and Dr. Growt's class now meets in the amphitheatre of Maryland General Hospital, and Doctors Egan and Mareno's classes will meet in the new Y. W. C. A. building.

The course in first aid consists of ten lessons and is free to Bando Club members, the Bando Club paying all fees and other expenses. The three classes which have been formed are now well started and going strong, and it is hoped that all will persevere to the end and take the examination required by the Red Cross Association before one can qualify as a bona fide "first aider." Absence from more than two class lessons forfeits the privilege of taking the Red Cross examination; but even if one never takes the examination the course itself is rich in useful information and is decidedly well worth while. Bandaging, for instance, is a most useful art, and probably no girl present during Dr. Mareno's lecture failed to learn something which she should know about the subject and possibly could not have become familiar with in any other way. A small boy scout makes an excellent subject on which to demonstrate the various methods of bandaging.

The Bando Club is indeed fortunate in having such capable and enthusiastic instructors as Dr. Egan and Dr. Mareno,



"TOMMY ATKINS" CALLS A WOUND SERIOUS ENOUGH TO SEND HIM BACK TO ENGLAND—BUT NOT SERIOUS ENOUGH TO CAUSE HIM OVER MUCH SUFFERING—"A BLIGHTY".

And it is said that he rather welcomes it. If the English nurses look like those Bando Club girls we don't blame him!

of the University Hospital, and Dr. Growt of the Maryland General Hospital. These doctors are giving their time and services, and the Bando Club welcomes this opportunity to express its sincere gratitude for their instruction, and genuine admiration of the splendid spirit in which these gentlemen have responded to the call which has become universal in its scope—the call to serve. To Doctors Egan, Mareno and Growt, as well as to the Maryland General Hospital and the Y. W. C. A., the Bando Club is deeply obligated.

Thus far the Bando Club has confined its efforts to first aid work, but may later take up other phases of Red Cross work, such as home nursing, surgical dressings, etc. For those club members who wish to do something for their country, but who do not feel that they can attend classes regularly, a Red Cross Circle is suggested. For instance, the Bando Club might pledge itself to supply and keep replenished some of the contents of box No. 8, which contains, among other things, substitutes for handkerchiefs. These articles are very easily made, require no sewing, being merely old clean linen torn or cut to a certain size, packed in a certain way and kept ready for use at a certain specified place, probably a base hospital. The material for these simple but necessary articles might be supplied by our Dining Car Department from old table linen, etc. Thus a very useful work could be carried on without overtaxing the strength of girls who spend all day in offices, without making too great a demand on their time, and without expense to anyone.

Oh, it is a great work! and has many ramifications which are continually opening up new avenues of usefulness to women who are anxious to do something for the men who are being called upon to do so much for them, and it is no small satisfaction to realize that what is done in this work will mean actual personal relief and comfort to some sick and suffering soldier.

Red Cross Work

By Amelia Josephine Burr
of the Vigilantes

Interminable folds of gauze
For those whom we shall never see.
Remember, when your fingers pause,
That every drop of blood to stain
This whiteness, falls for you and me,
Part of the price that keeps us free
To serve our own, that keeps us clean
From shame that other women know—
Oh saviours we have never seen,
Forgive us that we are so slow!
God—if that blood should cry in vain
And we have let our moment go!

Can You Can?

By Reinette Lovewell

of the Vigilantes

OUR cities are full of country-born young business women who can and do can. Some of them turn the trick with a fireless cooker and some of them on top of the gas range in their tiny apartment kitchens. They do it after a hard day's work, too. And pay prices for the stuff they preserve that is enough to make any farm person's hair stand right up on end. But they believe it's well worth the time and the trouble.

How about all the folks who have vegetables and fruit right on their own grounds which will go to waste if it isn't "put up"? This year not a solitary string bean ought to be allowed to go to seed, not a tomato rot, or a pea pod turn yellow.

Trot out all the fruit jars around the house, empty out the string and tacks and coupons and make them work. Don't miss the one on the cellar stairs, or the other full of clothes pins in the attic. There are rubbers to be had at the grocer's and it is good policy to get a fresh supply every year.

Cold packing is the easiest way and the quickest way—no standing over a hot stove. Blanch vegetables by boiling in a cloth bag that can be lifted out easily. Then cold plunge in a pail of water. Pack in jar, put on rubber and cover and set in hot water on a false bottom in a wash boiler or deep pail. A fine mesh wire netting is a good bottom, or a board with holes bored in it. Tops of jars must always be covered and you must be sure to have a cover that fits tight. In case of doubt put a cloth over the kettle before the cover is put on and a brick on top of the cover.

Here is Uncle Sam's Own Time-Table for cooking vegetables:

	Scald	Size Can	Cook
Asparagus	5-10 m.	pt. or qt.	1 hr.
Beans	5 m.	pt. or qt.	1½ hr.
Beets	6 m.	qt.	1 hr.
Carrots	5 m.	qt.	1 hr.
Corn, on or off cob	5-10 m.	pt. or qt.	4 hr.
Greens	10 m.	qt.	1 hr.
Parsnips	5 m.	qt.	1½ hr.
Peas	5 m.	qt.	1 hr.
Pumpkin	5 m.	qt.	1 hr.
Rhubarb	1-3 m.	qt.	15 m.
Squash	5 m.	qt.	1 hr.
Succotash (as for corn and beans)		pt. or qt.	1 hr.
Swiss Chard	10 m.	qt.	1½ hr.
Tomatoes	1-2 m.	pt. or qt.	22 m.
Turnips	6 m.	qt.	1½ hr.

After cooking, take out jars and clamp or screw on covers as tightly as possible. Invert the jars so that if the seal is not all right the jar will leak. If there is any froth or foam inside after twenty-four hours, they need a few minutes more cooking. Put the jars back in the cold water, loosen the top, let the water come to the boiling point and cook a few minutes longer. Then screw on the top securely and put away till eating time.

Baltimore and Ohio Women for the Nation's Service

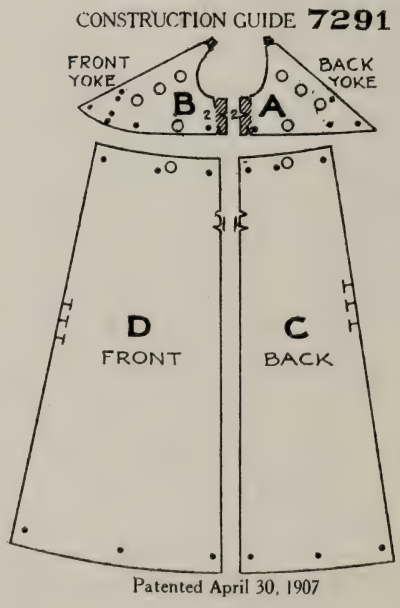
Home Dressmaker's Corner

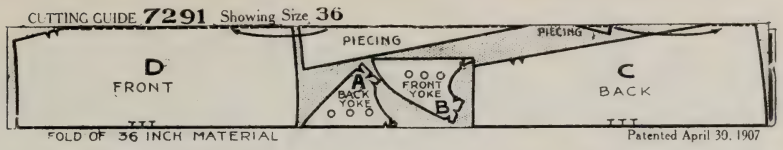
A Sleeveless Nightgown Combining Both Empire and Surplice Effects in Original Style

Courtesy "Pictorial Review"

THE heart of the summer woman will just yearn for one of these cool and dainty sleeveless nightgowns made in Empire style. Soft batiste is used for development of this model, which is to be slipped on over the head. The front and back are attached to a yoke which crosses in surplice style and is trimmed with hand embroidery. A dainty satin ribbon is inserted between the rows of stitching to draw nightgown closely to the figure. In medium size the design requires 3¾ yards 36-inch batiste. The shoulder points are held together with ribbon bows.







Follow the guides and make no mistakes should be the motto of the home dressmaker. To cut the nightgown, first fold the batiste in half and on the lengthwise fold place the front section. The piecing comes next, and this is laid with the straight edge even with the selvage of the material. Below the piecing, place the back and front yokes, their large "O" perforations resting on a lengthwise thread of material. There will be just enough batiste remaining for the back, which is laid on the lengthwise fold, and the piecing for the back.

Having placed each section firmly on the material cut with sharp scissors and put aside each section until it is needed. The next step is to close the under-arm seams as notched, then attach ribbons at the shoulder points of yoke in front and back and tie. If the edges of the yoke are to be trimmed with embroidery, the handwork must be done before even cutting the gown. Lap the front and back yokes, matching centers and baste to position. The double small "oo" perforations indicate the center-front and the single small "o" perforations, the center-back of the yoke. Baste the lower lapped edges together.



Next, gather the front and back on crossline of small "o" perforations and ½ inch below; arrange on yoke, bringing upper row of gathers to small "o" perforations in yoke, matching center-fronts, center-backs, under-arm seams and large "O" perforations; stitch to position along the two rows of gathers; insert ribbon between the gathers to draw the garment in to the required size.

Turn hem at lower edge of nightgown on small "o" perforations.

If something more luxurious is desired for a gift, this nightgown may be developed in crepe Georgette, which though filmy, is very durable and exquisite in coloring.

NIGHTGOWN No. 7291. Sizes, 32, 36, 40, 44. Price, 15 cents.

An Attractive Costume

7324—LADIES' COSTUME (25 cents). Six sizes, 34 to 44 bust. Width of skirt in 39-inch length about 2 yards. Size 36 requires 5¾ yards 40-inch material for costume with applied side-panels, or 4⅜ yards 40-inch for costume without side-panels. One-piece sleeves gathered to deep two-piece cuffs, or one-piece flowing sleeves that may be plaited under straight bands. Two-piece gathered skirt, with straight lower edge, is attached to waist at natural waistline. No lining.

12321—Braiding transfer pattern in blue or yellow (3½ yards, 2½-inch border and 12 motifs), 15 cents.

A Distinctive Child's Dress

7292—GIRLS' AND JUNIORS' DRESS (15 cents). Five sizes, 6 to 14 years. Size 8 requires 3¼ yards 36-inch material. Without lining. Waist closes in front; has open neck finished with a large square collar, perforated for round collar. One-piece sleeves gathered to cuffs, perforated for shorter sleeves. Attached two-piece skirt, gathered at the top and plaited in front in panel style.





The Needleworker's Corner

A "Love" of a Novelty is the Cupid Embroidery

A Roman Cut-Work Used in the Development of Exquisite New Household Linens

Courtesy "Pictorial Review"

THE war has stimulated the making of embroideries. Many women who cannot help in any other way find themselves able to contribute their "bit" by doing fancy work for the various bazaars and fairs held to raise money to help the men at the front.

Household linens of novel design are in great demand and the latest cupid designs are exquisite in their sentiment and appearance. The centerpiece shown here is twenty-seven inches in diameter and is done principally in Roman cut-work. Accompanying it is a cupid medallion which may be applied to curtains, scarfs, bedspreads, etc., if one desires to make a complete dining room or bedroom set.

Cut-work is done in buttonhole stitch and is very easy to work, once the principle is mastered. There is quite a fad now for inserting these cut-work motifs in figure design in net curtains, dresser and sideboard scarfs, bedspreads of linen, centerpieces, and elaborate household linens. They are very effective. In this centerpiece three are inserted, with a spray of embroidery above, worked out in raised satin stitch and eyelets. The edge is scalloped and buttonholed. The transfer pattern is blue and contains, besides the design for this centerpiece, another motif in cut-work, with reverse motif of each of the two, so that they may be matched up for curtains if desired. There are three duplicates of each of the four motifs.



No. 12360—CENTERPIECE IN CUT-WORK



No. 12360—CUPID MEDALLION

No. 12360—Transfer pattern, blue, contains the centerpiece illustrated and three duplicates each of three other cut-work motifs which may be used on the same centerpiece or curtains; 20 cents.

Design for 27-inch centerpiece stamped on white art linen, $1.10; white embroidery cotton, 25 cents.

Pictorial Review patterns on sale by local agents.



SPECIAL MERIT ROLL

Staten Island Division

Painter foreman Joseph Williams, of Clifton, recently discovered and removed a track obstruction West of Clifton yard. He is commended for his alertness.

Philadelphia Division

On July 4 brakeman J. D. Wingate discovered a defective condition on a car in train pulling out of siding at Clayton Tower. He reported it and is commended.

On July 31 G. M. Biddle, operator at Singerly Tower, noticed a defective condition of equipment on a car in train of engine extra west 4040, which was passing his office. He reported it to the dispatcher, and the train was stopped at Foys Hill and repairs made. A credit entry has been placed on Mr. Biddle's service record.

On July 9 brakeman C. J. Nickol discovered a defective condition on a car in train of extra west 4031 and had the car set off. His alertness is much appreciated.

On July 15 brakeman L. Haslup discovered a defective condition. He is commended.

H. W. Routenberg, assistant supervisor at Wilmington, is commended for discovering and having repaired defective conditions on June 28 and July 7.

On May 25 engineer John Currinder discovered a defective condition on a car in passing train. He is commended.

On June 13 Charles Young, a machinist helper at East Side, noticed a defective condition on a car in train second No. 94. He notified the conductor, and is commended.

Baltimore Division

Recently, as extra east 4859 was leaving Reels Mill, brakeman A. J. Miller discovered a defective condition on one of the cars in the train. He stopped the train and with a helper set the car off. He is commended for his alertness and interest in the welfare of the Company.

Wheeling Division

On July 17 agent E. S. Earle discovered a defective condition on a car of gravel for Morgantown, which was standing on the storage track at Jacksonburg.

On July 25 brakeman F. M. Quinn observed a defective condition on a car on Carnegie Siding, Hastings, W. Va.

On July 21 conductor G. E. Gatewood discovered a defective track condition in Benwood Yard, and promptly reported it to the section foreman, who made repairs.



J. D. WINGATE



JOHN CURRINDER



CHARLES YOUNG

Operator F. Shivlin is commended for discovering a defective condition of equipment on a car in the train of extra east engine 2576, while passing DK Tower on July 5.

Ohio River Division

On June 5 brakeman W. E. Moore, of Parkersburgh High Yard, noticed a defective condition on one of the cars in train No. 96 while it was passing Belpre station. He boarded the caboose and notified the conductor, who had the car set off. Mr. Moore is commended for his prompt action.

Cleveland Division

On May 25, at Valley City, wreckmaster A. Smolik noticed that a N. Y. C. car was in a defective condition. He had the train crew set the car off for repairs.

On June 23 J. M. Seeley, section foreman at Grafton, Ohio, discovered a defective condition on a car in train of extra west 4177, between Lester and Erhart. The train was stopped and the car set off. He is commended.

On the night of June 26, while working near Dover, the following employes captured and turned over to the police several men who were robbing our station: Engineer R. C. Vickers and brakemen F. Vasbinder, H. W. Kaiser, C. C. Croy and L. C. Murphy. They are all highly commended for their good work.

At Dover, on July 2, conductor J. B. Cadden discovered a defective condition on one of our cars in train first No. 85. The car was set off.

At Crystal Springs, on July 4, conductor C. A. Mann observed indications that a defective car had passed over the westbound track. He promptly notified the dispatcher, who instructed the crew of extra 4256 to examine their train. A defective condition was found to exist on one of the cars. Conductor Mann is commended.

Newark Division

Bridge inspector T. A. Reagan recently discovered a defective condition in the main track west of Butler station, and promptly notified the track foreman, who made repairs.

Signal repairman D. J. McGinnis recently discovered a defective condition in the main track east of Shelby station. He promptly notified trackmen, who made repairs.

Connellsville Division

On June 18, engineer J. E. Baker and fireman W. P. Oliver, of extra 2658, discovered Bridge No. 25 afire at several places. They stopped and extinguished the flames.



O. LATTANZI

On July 12 O. Lattanzi, foreman at Hooversville, Pa., discovered and reported a defective condition on a car in train of extra 4119.

On August 5 G. A. Cook, agent at Glencoe, Pa., who was watching No. 94 pass there, discovered a defective condition on one of the cars. He telephoned to the operator in the tower about three quarters of a mile east of the station, who stopped the train. The defective car was set off for repairs. Superintendent Broughton has written to Mr. Cook, commending him.

Pittsburgh Division

On the evening of June 25 a violent storm obstructed our tracks at Foxburg and did considerable other damage. Mrs. Harvey Bushey and Miss Alma Burchfield made their way through the storm to the office of road foreman of engines D. B. Fawcett and informed him of the condition, and Messrs. Bushey, Burchfield and Howard L. Clipp assisted in clearing the track.

Superintendent Brady has written to all these ladies and gentlemen, thanking them heartily for their services. They have the gratitude of the Company.

Glenwood Shops

On August 3 B. H. Rush noticed a car in train of engine 2502 with doors in bad condition. He called Willow Grove on 'phone and had repairs made.

New Castle Division

On the afternoon of July 17 operator N. H. Shriver, on his way home from work at FS Tower, discovered a defective track condition near Charlestown. He immediately reported the matter and had it corrected. A credit entry has been placed on his service record.

Merwin Kerrick, pumper at Burton, recently discovered a defective track condition a quarter of a mile east of the Burton pump house, and made a special trip to notify the section foreman and to assist in making repairs. He is highly commended.

Chicago Division

On July 5, Clarence Minks, twelve years old, residing at Bairdstown, Ohio, discovered a defective track condition about one-quarter mile east of the station. He immediately notified our track foreman and necessary repairs were made. The young gentleman has been written a letter of commendation by superintendent Jackson.

On June 10 conductor C. B. Babbitt found a defective track condition at Chicago Junction, Ohio. He made a report and repairs were made. On June 22 he discovered another defective track condition about one mile west of the siding at Hamler, and brakeman R. E. Potter was left to protect it. He is commended for discovering and reporting conditions.

Brakeman H. B. Smith has been commended by Superintendent Jackson for discovering a defective condition in westbound main track at Tiffin, Ohio, on June 15. Mr. Smith remained at the point to protect trains and called section men to make repairs.

Chicago Terminal

On July 13 conductor Christ Peters discovered a defective condition in train of extra 1970, pulling out of Barr yard. He notified conductor Freeman, who had car set off. Mr. Peters is commended for his good work.

On July 6 switchman W. R. Teeple discovered evidence of a defective condition on engine 1970, which had just passed. He notified State Line Tower and conductor Zimmerman made an inspection at Whiting Junction, which disclosed the defective condition. Mr. Teeple is commended.

Ohio Division

On July 2, while train first No. 100 was passing Greenfield, track foreman J. E. Weaver noticed a defective condition on one of the cars. He immediately flagged the train and repairs were made. A credit entry has been placed upon his service record.

Indiana Division

Credit entries have been placed on the service records of conductor C. Bush and flagman C. E. Raeburn, of extra east 2852, and of engineer James McMamamon, fireman H. Kinney and flagman C. N. Anderson, of the North Vernon helper engine, for discovering and protecting a defective track condition near North Vernon on July 13.

On August 6 W. J. Gorman, agent at Moores Hill, discovered a defective condition on a car in train No. 81, and called the attention of the conductor to it. Repairs were made. A credit entry has been placed on Mr. Gorman's service record.

Toledo Division

On June 22 brakeman C. D. Chevis noticed a defective condition of equipment on train No. 54's engine at Lima. He promptly notified the conductor. He is commended for his interest in the Company's welfare.

On the evening of July 9 conductor Perry Byers observed a defective condition of equipment on a car being handled by our transfer engine 414 at Cincinnati Junction. He is commended for his close observation and prompt action in reporting the condition.

While acting as flagman with caboose 134 on April 28, brakeman Harry P. Baumer observed a defective condition of car in extra 4051, while the train was passing North Dayton. He promptly called the attention of the crew, who set car out.

Operator R. C. Manning was commended twice during the month of May. On the 11th he detected a defective condition in train extra north 4089, while passing Miamisburg station. On the 27th he noticed a defective condition of equipment in train south 4051, while passing his station. He took prompt action in both cases and the conditions were corrected.

J. B. Kraph, operator at AK Tower, is commended for discovering a defective track condition at T. & O. C. crossing, Wapakoneta, on July 10.

On April 20 conductor Alfred Taylor, train No. 98, observed bridge deck on bridge over New River Junction afire. He promptly took his engine back to Hamilton and extinguished the fire. He is commended.

J. P. Cristy, operator at Tontogany, noticed car door swinging in second eighty-seven on May 25, while the train was passing his station. He succeeded in having train stopped and the condition corrected.

On July 18 engineer E. J. Burnes observed and repaired a defective switch condition at Fairmont. A credit entry has been placed on his service record.

260 to 1

See if you can beat it, and if you can write to our Editor and tell him about it, and he will tell us.

Of course you want to know 260 What to 1 What. Now that you are interested we are going to tell you. 260 letters to one sheet of carbon paper. This was done by one of your fellow employes. Who? Well never mind about that; it is up to you to beat it. If you are going to try we will let you in on part of the secret.

Write as many letters as you can on half sheets, using a half sheet of carbon. Then after you use it as many times as you can multiply the number of letters by two and see how many you have for a full sheet of carbon.

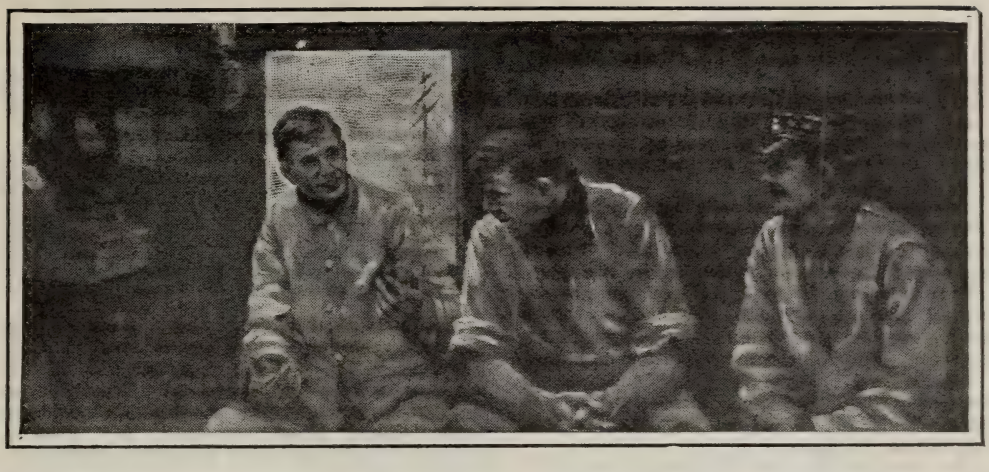
Keep only one sheet of carbon in commission and do not begin on another sheet until it has gone the limit.

Move your carbon, turning it from top to bottom. This will help you to hit the high spots.

Do not keep your carbon near the heat. This is liable to make it curl and make you mad.

When you are not using your carbon keep it in a box, envelope or in some manner flat.

By following these simple rules we believe you can beat this record. Try it!—*H. S. S.*



AMONG OURSELVES

Baltimore and Ohio Building

General Offices

Effective July 16 Adam Erdman was appointed traveling coal freight agent, with headquarters at Baltimore, vice J. H. Hoffman, resigned to accept service elsewhere.

On August 1 W. F. Julier, assistant ticket agent at Camden Station, was promoted to passenger agent in the City Department, in the Baltimore and Ohio building.

Mr. Julier entered the service as a clerk in the master mechanic's office at Riverside on August 27, 1907. On April 19, 1909, he was transferred to the ticket office at Camden station. The news of his recent promotion brought sincere pleasure to his many friends.

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

The patriotism of our office force was further manifested when Robert L. Hooper volunteered for service in Company L, of the Fifth Infantry, M. N. G. Charles N. New has signed up to serve in the Second Company, Coast Artillery, M. N. G.

LeRoy Fankhanel, formerly of this office, who enlisted in the Hospital Corps of the Fourth Maryland Infantry, has won an appointment to the Medical Officers' Reserve Training Camp at Fort Oglethorpe.

Miss Anna Schein and R. M. Billmeyer, of this office, were united in matrimony on June 23 at St. Michael's and All Angels Protestant Episcopal Church.

The young couple have our best wishes.

The crops around Keyser, W. Va., are reported to be in first class condition by C. R. Purdy, who, accompanied by his wife, recently spent a few days with his uncle, Mr. Richard Purdy, of Abraham Ridge, Keyser, W. Va.

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPERT

It is with the deepest regret that we report the death of J. F. Heine, Jr., the eight year old son of J. F. Heine, of this office. The sincere sympathy of all the clerks in this department is extended to Mr. Heine in his bereavement.

C. C. Rettberg, head clerk of the Statistical Bureau, has returned to work after a furlough of nearly two months, necessitated by a nervous breakdown.

Auditor Freight Claims' Office

Correspondent, H. IRVING MARTIN

The war hero used to be "the man on horseback." Now the foot soldier is the deciding factor. Even the editor of our MAGAZINE, training for a commission, is loading up his gray matter with the tactics and drill of the infantryman.

In drab khaki we meet the foot soldier; every street gives us a glimpse of sturdy specimens. And the Freight Claim Department roll of honor grows. July added to it: W. H. Jackson, Third Company, Coast Artillery Corps, M. N. G.; W. A. Geraghty and C. T. Eunick, Battery B, Field Artillery, M. N. G.;

R. F. Respess, Maryland Naval Militia, and W. R. MacCallum and W. E. Clark, Medical Corps.

Anyone who stands for an hour at the portals of the Baltimore and Ohio building will see many of our boys in khaki passing in and out. Simply a salute to us, but the words: "All right, we're ready."

It is but a thought, but have they not as they pass out through the great building's portals touched the latchstring of a new life? It is a step through the doorway of the arch of Freedom.

What will come? A battle in the clouds, maybe. Another Lookout Mountain of grim tenacity in the trenches. Tanks, aeroplanes, Zeppelins, Busy Berthas—all terms unknown a decade ago. Belgians, Huns, shot, shell, shrapnel—what does war mean to us in America? Merely a little Sherman-like hell for a few army corps.

Like another Rip Van Winkle we sleep—but then the awakening!

The office poet asks me to remember that the Freight Claim Department is still here and thinking of bad freight handling, and asks that I dedicate this verse to the shipper:

If against damage you'd insure,
See that your freight is packed secure—
Then in order to avoid delay—
See that it's marked the proper way.

All this brings us back to the thought that "freight is half way there when properly packed and correctly marked."

Police Department

On June 9 the employes of the Police Department presented to Frank L. Schepler, assistant to the auditor of freight claims, a solid gold watch and chain, appropriately engraved, as a reminder of their regard and of their regret at his severing his relations with the Police Department. Mr. Schepler was connected with our Police Department for nearly fifteen years, during which time he held a number of positions, his last being that of supervisor of police of the System.

The resignation of Mr. Schepler brought a new man to Baltimore from the west, to fill the position of supervisor of police, the appointment being given W. E. Teubert, captain of police at Youngstown, Ohio, who succeeded Mr. Schepler on May 16. Mr. Teubert has held every position in the Police Department, including watchman, patrolman, lieutenant and captain.

New York Terminal

Correspondent, Fred B. Kohler, *Clerk*
Pier 22

Divisional Safety Committee

W. B. Biggs ..... Chairman, Assistant Terminal Agent
A. L. Michelson ..... Terminal Cashier
J. J. Bayer ..... Freight Agent, Pier 22, N. R.
J. T. Gorman ..... Freight Agent, Pier 21, E. R.
T. Kavanaugh ..... Freight Agent, 26th Street
T. F. Gorman ..... Freight Agent, Pier 7, N. R.
M. F. Steinberger ..... Freight Agent, St. George Lighterage
C. E. Floom ..... Freight Agent, St. George Transfer
E. J. Kehoe ..... Freight Agent, Pier 4, Wallabout

Marine Department Members

Permanent

E. A. English ..... Marine Supervisor, Chairman
E. J. Kelly ..... Assistant Marine Supervisor, Vice-Chairman
E. Salisbury ..... Lighterage Supervisor

Rotating Members (appointed for three months)

C. H. Kearney ..... Tugboat Captain
W. Cornell ..... Tugboat Engineer
W. Meade ..... Tugboat Fireman
M. Y. Groff ..... Lighterage Runner
E. Sodeberg ..... Barge Captain
Otto Olsen ..... Gas Hoist Captain
H. Peterson ..... Steam Hoist Captain
J. Hall ..... Steam Hoist Engineer
Walter Kelly ..... Deckhand

The two good-looking young gentlemen in the accompanying picture are the sons of R. M. Frey, traveling freight claim adjuster, with headquarters at 295 Broadway. The boy on the left is Robert, five months old, and the other Gerard, three years old. Mr. Frey is naturally mighty proud of these little Baltimore and Ohio men.

Staten Island Rapid Transit Railway Company

Correspondent, F. G. Nodocker, *Superintendent's Office*, St. George



ROBERT AND GERARD FREY
The sons of traveling freight agent R. M. Frey



THREE POPULAR STATEN ISLAND EMPLOYES

Divisional Safety Committee

H. R. Hanlin	Chairman, Superintendent
B. F. Kelly	Vice-Chairman, Trainmaster
S. A. Turvey	Secretary, Trainmaster's and Marine Clerk
H. W. Ordeman	Division Engineer
W. A. Deems	Master Mechanic
A. Conley	Road Foreman of Engines
Dr. DeRevere	Medical Examiner
J. B. Sharp	Agent, St. George Coal Piers
F. W. Nolan	Agent, St. George Transfer
P. A. Witherspoon	Track Supervisor
W. L. Dryden	Signal Supervisor
J. F. McGowan	Division Operator
W. E. Connell	Supervisor of Crossing Watchmen
F. Peterson	Division Agent
R. F. Farlow	Master Carpenter

Rotating Members

J. P. Miller	Towerman
T. F. Brennen	Conductor
G. McKinnon	Machinist
Harry Barry	Foreman Painter
A. L. Cummiskey	Car Inspector
Alvin Rauscher	Transitman
G. Hartman	Engineer
A. Nichols	Fireman
Joseph McDonald	Signal Repairman
H. Owens	Trainman
B. F. Winant	Agent, Port Richmond
G. B. Stansbury	Investigator, Representing Track Dep't

The picture at top of column was taken at South Beach. Reading from left to right the gentlemen are: trainman Herbert Dougherty, conductor F. A. Holden, and trainman Harry Owens.

J. T. McGovern, formerly chief clerk to the general traffic agent, has been appointed chief clerk to the general manager, vice L. C. Sauerhammer transferred to vice-president Davis' office, in Baltimore.

R. M. Norton, who was formerly rate clerk in the auditor's office, has joined the American Field Service, for service with our Allies across the seas. We shall probably hear from "Bob" as being "Somewhere in France" hereafter. William Berger, rate clerk in the office of the general traffic agent has filled his position.

William J. Filedora, formerly a clerk in the auditor's office, has accepted a position as rate clerk in the general traffic agent's office.

Agent Robert D. Gannon has accepted the position of general claim clerk in the general offices.

General car foreman H. W. Miller spent his vacation with his family in West Virginia.

Samuel R. Yerks has been promoted to traveling auditor, vice E. Decher, who has accepted Mr. Peterson's former position as division agent.

Harry Lawrence, draftsman in the Mechanical Department, spent a pleasant vacation in the New England States, with his family.

Carpenter Conrad Feist is to be complimented on a recent find in one of our cars which came from Baltimore. While making some repairs he came across a box full of silverware that had been left by someone for safe keeping. He immediately reported the find to master mechanic Deems.

There was considerable rivalry among the different shop departments as to which one would contribute the highest proportion of Liberty Loan Bond purchasers. The boiler shop, of which Peter F. Gallagher is foreman, came out victorious, ninety-eight per cent. of that department subscribing. Much credit is due Mr. Gallagher.

Engineer John J. Hanlon recently journeyed to Detroit, making stops at important points along the line and not overlooking Niagara Falls.

John J. McCabe, piecework inspector, has recently been made general piecework inspector at Newark shops. The well wishes of his many friends here are extended to him in his new work.

William Richards, clerk in the master mechanic's office, recently paid a visit to Washington, D. C., in company with machinist's helper A. Gabriel.

The accompanying picture is of three women car cleaners, taken on the platform (tracks 7 and 8) of East Shore Terminal, St. George. The names of those in the picture are as follows: Grace McDermott, Katherine McGuire, Anna McGrath and foreman Charles Newert.



WOMEN "DOING THEIR BIT" AS CAR CLEANERS

We are pleased to hear that "Jess" Gover has received his commission in the Engineer Officers' Reserve Corps.

Clifton P. Phipps, assistant timekeeper in the C. T. Department, has been promoted to timekeeper in the Engineering Department, vice A. N. Stuhl, furloughed because of military duties.

W. E. Pettigrew, field engineer, Engineering Department, has been transferred to the position of abstracter in the Valuation Department.

Conductor D. B. Hayes, who has been in the service of the Company as conductor of the P. A. Division for twenty-nine years, is taking a trip through the New England States on his vacation.

"Carl" (as he was known) Anderson, one of the most popular boys of the Staten Island Rapid Transit Railroad and a prominent member of the Staten Island Railroad Club, has enlisted in the service of Uncle Sam, in a railroad regiment. When the turmoil of war has passed and victory is won, we hope to see "Carl" with a few medals for bravery.

On July 6, at the Staten Island Railroad Club, a local Veterans' Association was organized, with the following officers: B. F. Kelly, trainmaster, president; F. H. Brant, conductor, vice-president; William Darnell, engineer, secretary; Philip Reilly, engineer, treasurer. Executive committee: B. F. Fithian, agent; M. J. Hanlon, engineer; W. L. Dryden, signal supervisor; George Ford, Sr., engineer and J. Nichols, conductor. W. H. Averell, H. R. Hanlin and S. A. Turvey were elected honorary members. By the time of the next meeting the association hopes to have quite a few members.

A Freight Claim Prevention Bureau has been established on this Division. The members are as follows: B. F. Kelly, chairman; A. J. Volpi, assistant yardmaster; J. J. Bayer, agent; J. H. Lamberson, lieutenant of police; Philip Helt, car repairer foreman and R. F. Frey, traveling freight claim agent. A meeting was held at Pier 6, on July 10. Messrs. Glessner and Schepler from Baltimore attended and gave the new committeemen a "line" on their work.

On the afternoon and evening of July 14 the Staten Island Railroad Club, of Livingston, S. I., held its Second Annual Picnic and Field Day, at Munger's Park (on-the-beach), New Dorp, S. I. There was prize bowling, prize dancing, prize athletic events, boating, bathing and good music. In the afternoon there was a baseball game between the New York and Baltimore Divisions of the System League, Baltimore winning by a score of 8 to 5. Music was furnished by Professor Wyatt's famous band of eight pieces. All present had a very enjoyable time.

On July 4 the passenger travel on this division was very heavy. On the P. A. Division seventy-eight trains were run, on the East Shore two hundred and three trains, and on the North Shore one hundred and nineteen trains. Thirty-two train crews, twenty-one engines, and ninety-eight cars were in service. There were no accidents. All operating officials and employes are commended for such a good performance, especially the men in charge of the movements at the East Shore Terminal. At one period seventeen trains were handled in twenty-two minutes.

The employes of the Marine Department express their sympathy for Harry Flood, mate of the tug "F. D. Underwood," in the loss of his father, who died on June 23. Mr. Flood's father had followed the water for the last fifty years.

Philadelphia Division

Correspondent, J. C. Richardson, *Chief Clerk*

Divisional Safety Committee

R. B. White.....Chairman, Superintendent
W. T. R. Hoddinott.....Vice-Chairman, Trainmaster
T. Bloecher.....Division Engineer
J. P. Hines.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
H. K. Hartman.....Chief Train Dispatcher
T. B. Franklin.....Terminal Agent
H. D. Schmidt.....Captain of Police, effective August 1
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
J. T. Miller.....Road Engineer
M. F. Goodnight.....Road Fireman
A. P. Offutt.....Road Conductor
H. A. Gallagher.....Yard Conductor
W. E. Warden.....Tender Inspector
J. J. Ward.....Car Inspector
W. M. Devlin.....Secretary, effective August 15

Effective July 15 John Edwards, Jr., was appointed assistant division engineer, vice R. C. Slocomb, transferred to the Baltimore Division.

Effective July 28 Thomas Lower was appointed freight and ticket agent at Joppa, Md., vice R. T. Bartlett, transferred to the Telegraph Department.

Effective June 25 W. E. Guyton was appointed ticket agent at Chester, vice R. E. Groves, resigned.

On July 1 W. A. Calloway was appointed freight and ticket agent at Collingdale, vice I. E. White, resigned.

J. M. Hill was appointed freight and ticket agent at Yorklyn, Delaware, on July 16, vice N. Gorrell, who has been appointed freight and ticket agent at Aberdeen, Md., vice W. H. Reasin, transferred to the Telegraph Department.

Ray Murray, file clerk in the superintendent's office, has enlisted in the navy.

Effective June 15 E. E. Ramey was appointed assistant terminal trainmaster at Philadelphia.



MRS. GEORGE W. GALLOWAY

Baltimore Division

Correspondent, J. B. MORIARITY, *Superintendent's Office*, Camden Station

Divisional Safety Committee

C. B. GORSUCH.....Chairman, Superintendent
R. A. GRAMMES....Vice-Chairman, Assistant Superintendent

Y. M. C. A. DEPARTMENT

T. E. STACY.....Secretary, Riverside
E. K. SMITH.....Secretary, Washington
C. H. WINSLOW.....Secretary, Brunswick

RELIEF DEPARTMENT

DR. E. H. MATHERS.....Medical Examiner, Camden Station
DR. J. A. ROBB.....Medical Examiner, Washington
DR. J. F. WARD.....Medical Examiner, Winchester, Va.

TRANSPORTATION DEPARTMENT

S. A. JORDAN.....Assistant Superintendent, Brunswick, Md.
C. A. MEWSHAW.....Trainmaster, Camden Station
E. E. HURLOCK.....Division Operator, Camden Station
E. C. SHIPLEY.....Road Foreman of Engines, Riverside
J. J. MCCABE.Trainmaster and Road Foreman, Harrisonburg
W. T. MOORE.....Agent, Locust Point
D. M. FISHER.....Agent, Washington
W. E. SHANNON.....Agent, Brunswick, Md.
W. E. NEILSON.....Agent, Camden Station
C. C. BASTAIN.....Freight Conductor, Riverside
W. F. MOODY.....Freight Engineer, Riverside
J. B. MCGOVERN.....Freight Fireman, Riverside
H. B. BOHANON.....Yard Conductor, Mount Clare
R. L. BANKS.....Divisional Claim Agent, Baltimore, Md.
J. M. POWELL.....Captain of Police, Camden Station

MAINTENANCE OF WAY DEPARTMENT

H. M. CHURCH.....Division Engineer, Camden Station
S. C. TANNER.....Master Carpenter, Camden Station
C. A. THOMPSON.....Signal Supervisor, Camden Station
J. FLANAGAN.....General Foreman, Locust Point
L. C. BOWERS.....Supervisor, Camden Station
E. D. CALVERT.....Supervisor, Winchester, Va.
W. E. POOLE.....Section Foreman, Gaithers, Md.
J. M. GROSS.....Carpenter Foreman, Staunton, Va.
E. C. HOBBS.....Signal Repairman, Gaithers, Md.

MOTIVE POWER DEPARTMENT

T. F. PERKINSON.....Master Mechanic, Riverside
G. B. WILLIAMSON.....General Car Foreman, Riverside
T. O'LEARY.....Car Foreman, Washington
H. S. ELY.....Clerk to Car Foreman, Camden Station
G. N. HAMMOND.....Material Distributer, Locust Point
F. C. SCHORNDORFER.....General Foreman, Brunswick, Md.
G. B. DINGES.....Clerk to Car Foreman, Brunswick, Md.
C. F. SERP.....Machinist Apprentice, Riverside, Md.

The accompanying picture is of Mrs. George W. Galloway, the president of the Ladies' Auxiliary of the Baltimore Division Veterans' Association.

The accompanying picture is of the rose garden of engineer T. E. Lugenbeel, at his home at 31 East Heath Street, Baltimore. This garden, for the last two years, has won the prize offered for the best rose garden in the city and Mr. Lugenbeel is trying for it again this year. He will be glad to have anyone interested in the cultivation of these beautiful flowers call on him and inspect the garden.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary Y. M. C. A.*

Divisional Safety Committee

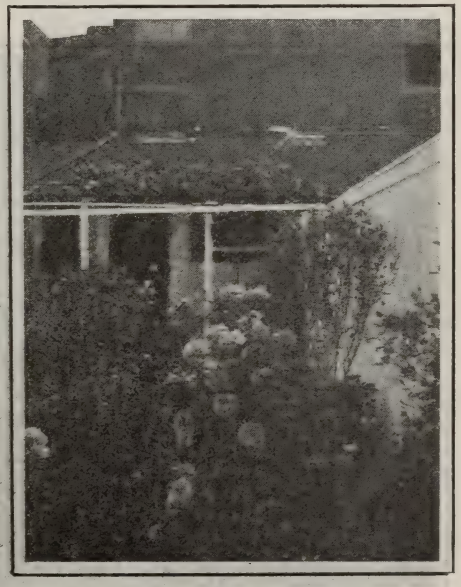
G. H. WINSLOW.....Chairman, Secretary, Y. M. C. A.
DR. P. H. STELTZ.....Medical Examiner, Sanitary Inspector

MOTIVE POWER DEPARTMENT

G. W. KIEHM.....Air Brake Supervisor
W. M. GRANT.....Boiler Foreman
H. A. BRIGHT.....Gang Leader
C. J. AYERS.....Gang Leader
A. F. KREGLOW.....Storekeeper
T. E. CROSON.....Yard Engine Dispatcher
N. TIPPET.....Foreman, Car Shop
H. A. BAREFIELD.....Assistant Foreman
A. A. PACE.....Foreman, Station
G. F. MERGELL.....Foreman of Electricians
J. J. DESMOND.....Gang Leader
G. VALENTINE.....Yard Engine Dispatcher
B. HOWARD.....Assistant Foreman
R. HEINDRICH.....Foreman, Station

TRANSPORTATION DEPARTMENT

J. MCCAULEY.....Assistant Yardmaster
L. T. KEANE.....Conductor
E. M. FARMER.....Conductor



ENGINEER T. E. LUGENBEEL'S ROSE GARDEN

MAINTENANCE OF WAY DEPARTMENT

W. M. CARDWELL	Master Carpenter
F. W. HODGES	Foreman, Carpenter Shop
H. L. BELL	Foreman, Carpenter Shop
A. M. BRADY	Track Foreman
J. T. UMBAUGH	Track Foreman
P. C. RICHMAN	Signal Maintainer
H. R. CALLAHAN	Signal Foreman

The Ninth Annual Meeting of the Terminal Railroad Y. M. C. A., of Washington, D. C., was held in the gymnasium at Union Station on June 27.

The meeting was well attended, there being between three and four hundred members and friends of the association present.

The reports of the officers showed the association to be in a flourishing condition. The secretary's report indicated a fine increase in membership, while those of the treasurer and of the audit committee showed the splendid manner in which the finances have been handled during the past year, the balance on hand being nearly double that of the previous year.

Great credit is due secretary George H. Winslow and his corps of efficient assistants for the success that has attended their efforts to bring the association to its present excellent standing.

After the reading of the reports the meeting became one large enthusiastic patriotic gathering. Addresses were delivered by superintendent W. J. Wilson, of the Washington Terminal Co., and Mr. G. V. Hibbard, associate general secretary of the International Committee of Y. M. C. A.'s. Mr. Wilson called attention to the duties devolving upon railroad men in the present crisis, urging all to be willing to "do their bit," and laying great stress upon the desirability of each one purchasing a Liberty Bond. Mr. Hibbard, in the address of the evening, illustrated in detail the wonderful work that has been, and is still being accomplished by the Y. M. C. A. on the French battle front, giving those present a most interesting account of his personal experiences during the past year among the unfortunate victims of the great war, and telling of the immense amount of comfort and sunshine that has been brought into the afflicted families by the energetic and faithful Y. M. C. A. workers. This address was received with hearty applause and everyone present felt deeply thankful that our beloved country has thus far been spared the horrors of the European battle fronts.

A fine musical program was given. The R. R. Y. M. C. A. Orchestra, under the direction of C. W. Guest, played several selections in their usual delightful manner, receiving the applause that their performance well merited. The Musurgia Quartette, a local quartette of high class vocalists, added to the enjoyment of the evening with well-knowns elections from the grand operas.

The audience, too, was called upon to "do its bit" for the general good, and the rafters rang when all present joined in singing "Columbia, the Gem of the Ocean," the "Star Spangled Banner" and "America!"

At the conclusion of the entertainment everyone formed in line to partake of a buffet luncheon that had been prepared by the ladies of the Red Cross Units that meet in Union Station, and from the appearance of the tables after the line had passed by it was evident that the "Feast of Reason and Flow of Soul" of the earlier part of the evening had not impaired the appetites for the more substantial requisites of the inner man. Many words of appreciation



NINTH ANNUAL MEETING OF THE WASHINGTON, D. C., TERMINAL Y. M. C. A.

of the work done by the ladies were forthcoming, and everyone wended his way home with a better feeling toward his fellow man, and a knowledge that the evening had been most profitably and pleasantly spent.

The picture on page 70 was taken during the performance and shows the familiar faces of many men well known in railroading in Washington.

The old saying is, "You can't keep a good man down," nor can you keep good men down. This was proved conclusively on August 1, when one hundred and sixty-five men met for the purpose of forming a company of the Home Defense League Rifles. These men were all members of the Terminal Railroad Y. M. C. A., or employes of railroad companies. The meeting was held in the social room of the association and the secretary of the association presided at the meeting.

Colonel M. A. Winter, commander of the Rifles, assisted by Major and Lieutenant Colonel Hazelton, presented the proposition to the men. Sixty-five signed application blanks that evening and more are coming in every day. It is expected that a good company will be formed and the men expect to start drilling at an early date. Mr. Wilson, superintendent of the Washington Terminal Company, also made an address and later signed a blank, as did a number of the department heads.

Young men among our membership are continually enlisting or being called to the colors and from the reports which come back they are giving good accounts of themselves. We are especially pleased to mention that Milton Whitney, who has been a member of this association for a number of years, has been commissioned a lieutenant in the army, having passed a satisfactory examination after the training for Reserve Officers at the Fort Myer camp. Most of the boys are in camp around the city and expect to leave for southern camps in the near future.

We are glad to announce the renovation of the shower baths and the installation of new shower bath attachments. This will greatly increase the pleasure and facility of taking shower baths and it is expected that the baths will be increasingly used in the future.

After a somewhat extended period the Baseball League has arranged a championship schedule of five games, between the Shops and General Office teams. The winner of this series will be the title holder for the Terminal Railroad Y. M. C. A. Baseball League, and a contender for the city championship in a post season series which is under consideration by the Amateur Baseball Association.

T. J. Bridges, formerly assistant secretary at Staunton, Va., joined our force as night assistant secretary on July 17. Mr. Bridges is a genial fellow and a willing worker and is making good progress with the men of our membership. Mr. Rose, who previously filled the position of night assistant, has been placed on day duty and will pay special attention to the membership work of the association. We wish both these men success, and if their performance of duty so far is any criterion, we are sure they will attain it.

The physical director, W. W. Tenney, attended the Association Summer School at Blue Ridge, N. C., being graduated from the Physical Institute. Two weeks of hard work and study interspersed with some good jolly social affairs made the time spent at the school very profitable.

A number of new text books have been added to the library, including books on English and Mathematics.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

At sunrise on July 4, a patriotic gathering was held at the yardmaster's office at this station, the occasion being a flag raising. Old Glory was hoisted while a member of the United States Marine Corps, G. W. Hockney, played the inspiring strains of the "Star Spangled Banner." Short addresses were made by yardmaster R. F. Gaither, assistant trainmaster C. E. Ownes and conductor G. L. Latham.

An instructive and interesting lecture was given at this station on June 25 by Dr. E. S. Green, of the American Red Cross, on the subject of "First Aid to the Injured." Between eighty and ninety employes were in attendance and profited by the doctor's instructions. He delivered the same lecture at the Washington Terminal the next day.

Cashier Stillwell is still on the sick list, although we are glad to be able to report improvement in his condition.

Foreman carpenter J. S. Schell, who has been laid up with rheumatism for several weeks, is able to be about again.

Mount Clare Shops

Correspondent, W. L. MORGAN, *Secretary to Superintendent*

Divisional Safety Committee

L. FINEGAN.....Chairman, Superintendent of Shops
E. P. POOLE.....Vice Chairman, Asst. Supt. of Shops
W. L. MORGAN.....Secretary, Secretary to Supt. of Shops
J. HOWE.....General Foreman
H. A. BEAUMONT.....General Car Foreman
G. H. KAPINOS.....Supervisor of Shop Machinery and Tools
DR. F. H. DIGGES.....Assistant Medical Examiner
A. G. CAVEDO.....Machinist, Erecting Shop
W. L. CHILDS.....Boilermaker, Boiler Shop
J. R. FROTHINGHAM.....Machinist, No. 1 Machine Shop
W. W. WILKESON.....Machine Operator, No. 2 Machine Shop
B. F. DOUGLASS, JR.....Pipe Fitter, Pipe and Tin Shop
W. C. DUVALL.....Coremaker, Foundries and Re-rolling Mill
L. E. BLANK.....Machine Operator, Blacksmith Shop and Flue Plant
W. SCHMOLL.....Machine Operator, Bolt and Forge Shop
L. A. HINZERBERGER.....Machine Operator, Air Brake Shop

J. J. Keogh.....Patternmaker Apprentice, Pattern Shop
O. F. Doyle.....Machinist, Steel Car Plant and No. 3 Machine Shop
B. F. Coon.....Tender Repairman, Tender and Tender Plant Shop
P. O'Brien.....Machine Operator, Axle Shop and Power Plant
F. J. Sobens.....Material Man, Freight Car Track
J. V. Guntz.....Car Builder, Passenger Car Erecting Shop
G. Allenbaugh.....Upholsterer, Upholstering, Passenger Car, Paint and Finishing Shops
W. Snyder.....Carpenter, Saw Mill and Cabinet Shop
G. Schueffle.....Material Distributer, 1st Floor Storehouse

Saturday, July 28, was a red-letter day for the employes of the Printing Department at Mt. Clare, of which George R. L. Leilich is manager. Like the other departments at Mt. Clare they desired to show their patriotism and love of country by contributing, individually, to a fund for the purchase of a flag, ten by eighteen feet, to float over their building at Pratt and Poppleton Streets, to proclaim to all peoples and all nations that the Stars and Stripes will make them free, on the land and on the sea.

It is fitting, too, that "Old Glory" should be here, for near this spot the first Morse telegraphic message was received over the wires from Washington—"What hath God wrought"—and here is also located the first freight and passenger railroad station in the world.

Our Mt. Clare band, under the direction of H. H. Freeman, opened the exercises with a stirring march, after which the Rev. H. P. Jackson offered the invocation, which was an inspiring and beautiful plea for guidance and protection. Charles J. Lehmen, chairman of the committee, then introduced the Hon. Oregon Milton Dennis, who delivered an eloquent address, filled with patriotic sentiments, which aroused great enthusiasm among the large audience present.



THE PRINTING SHOP WAS GAYLY BEDECKED FOR THE FLAG RAISING

Photo by C. E. Jones

At the conclusion of the address the beautiful flag was unfurled to the breeze, not to come down until peace has been declared and autocracy has given way to democracy, and the banner of freedom in triumph shall wave over all lands, bringing with it peace, prosperity and happiness.

An incident connected with the raising of the flag that should be a lesson to all those of foreign birth who are not in sympathy with this country was the arrest of a Greek, who is reported to have shouted "To hell with that flag." He was roughly handled by some of the audience and taken to the station-house, where he was fined heavily and sentenced to two months in jail, in which to learn to respect the flag and the country which has been a haven of rest to so many of his kind.

The building was decorated in an appropriate manner by Albert Carmin. The other members of the committee were Samuel J. Girvin, foreman, Anthony F. Meisenhalter, Daniel L. Miller and Daniel C. Aker.

When occasion calls the employes at Mount Clare are certainly not slow in showing their patriotism. This was evidenced by the recent Red Cross campaign carried on in the shops when $353.70 was raised for that work. The Misses Mildred Goetzinger and Helen Davis should be congratulated on their fine work in raising the sum they did for this cause; they were dressed as Red Cross nurses and worked very hard. Mount Clare also figured in the Red Cross parade in Baltimore recently, having an automobile float which showed the good decorative taste of those who had this work in charge—H. A. Beaumont, W. Kern, J. D. Wright and G. A. Tschudy. On this float the two young ladies above mentioned represented Red Cross nurses, Dr. Digges an army physician and A. I. Amass a wounded soldier.

Several changes have been made in the office force of the superintendent of shops: J. E. Riley, stenographer to the chief clerk, has been promoted to the office of John T. Broderick, supervisor of special bureaus, in the Baltimore and Ohio building, and has been succeeded by Miss Mildred Goetzinger. Miss M. Bercowitz and J. B. Carroll have also accepted positions in this office. L. A. Mogart has been appointed chief clerk to general car foreman, vice J. H. Grace, transferred. Miss Helen Davis has been appointed telephone operator at Mount Clare, vice Miss Marie Flaherty, promoted to the office of Mr. Paullis.

Walter Severns has been appointed chief clerk to accountant H. T. Beck. He was promoted from the office of the division accountant, O. B. Street. We all like Mr. Severns and are glad that he has come to Mount Clare.



J. S. RUSSUM

The accompanying picture is of J. S. Russum formerly employed in the cabinet shop at Mount Clare, who enlisted in the navy last April. He is now stationed on the U. S. S. Petrel.

A thrilling duck-pin match was rolled on the Columbia Alleys on July 20, witnessed by a large and enthusiastic crowd from Mount Clare. The office of the accountant downed the No. 2 machine shop team by taking three games out of five. Baker's praiseworthy individual work was instrumental in bringing victory to his team. His high score was 135, and he registered 541 for five games. Ryan bowled best for the losers. The score follows:

OFFICE OF ACCOUNTANT

Baker	112	90	135	98	106	
Whelan	85	99	90	97	112	
Beck	93	91	96	97	100	
Total	290	280	321	292	318	1501

NO. 2 MACHINE SHOP

Carey	104	98	78	79	103	
Ryan	86	110	134	102	87	
Bloomfield	94	93	122	103	92	
Total	284	301	334	284	282	1485

H. L. Taylor, gang foreman in No. 1 machine shop, in charge of the bolt gang, has recently become a benedict, having been married on June 20 to Miss Annie M. How. They spent their honeymoon in Atlantic City. We all wish our friend Taylor the greatest of happiness.

W. M. Krieb, stenographer to accountant H. T. Beck, recently left the service to take a position with the Dreadnaught Rubber Company of Baltimore. Young Krieb is an ambitious chap and we predict for him a bright future.

Several enthusiastic flag raising ceremonies have recently been held at Mount Clare. The foundries held their flag raising on June 30; the blacksmith shop on July 7 and the passenger car erecting shop on July 14. A great number of employes and their friends were present at each of the ceremonies, which were very impressive.

W. Dahlman has been appointed electrician foreman at Mount Clare, vice W. G. O'Donnell, transferred to Baileys.

R. H. Murphy, clerk in the car foreman's office, has been furloughed for military duty. Mr. Murphy was a great baseball enthusiast and we will miss him very much.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*

THOMAS R. REES, *Secretary to Superintendent*

W. C. MONTIGNANI, *Secretary, Y. M. C. A.*

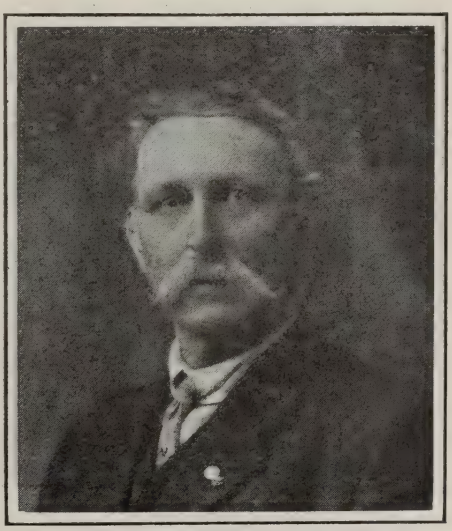
C. L. KALBAUGH, *Chief Clerk to Master Mechanic*

Divisional Safety Committee

G. D. BROOKE.....Chairman, Superintendent
J. W. DENEEN.....Vice-Chairman, Asst. Supt., East End
T. R. REES.....Secretary
E. P. WELSHONCE.....Trainmaster, West End
E. C. GROVES.....Trainmaster, East End
L. J. WILMOTH.....Road Foreman, East End
M. A. CARNEY.....Road Foreman, West End
F. F. HANLEY.....Division Engineer
T. R. STEWART.....Master Mechanic
R. B. STOUT.....Assistant Master Mechanic
E. C. DRAWBAUGH.....Division Operator
DR. J. A. DORNER.....Medical Examiner
DR. F. H. D. BISER.....Medical Examiner
DR. L. D. NORRIS.....Medical Examiner
G. R. BRAMBLE.....Freight Agent
W. D. STROUSE.....Joint Agent
E. E. DEAN.....Car Foreman, East End
W. T. DAVIS.....Car Foreman, West End
F. L. LEYH.....Storekeeper
W. M. HINKEY.....Storekeeper
W. S. HARIG.....Division Claim Agent
J. Z. TERRELL.....Freight and Ticket Agent
I. S. SPONSELLER.....General Supervisor
H. D. SCHMIDT.....Captain of Police
F. A. TAYLOR.....Master Carpenter
W. L. STEVENS.....Shop Clerk
W. C. MONTIGNANI..Secretary, Balto. and Ohio Y. M. C. A.
A. L. BROWN....Assistant Master Mechanic, Keyser, W. Va.

ROTATING MEMBERS

J. R. RECKLEY.....Freight Engineer
O. E. PACE.....Freight Fireman
J. W. McMACKIN.....Freight Conductor
H. H. BARLEY.....Yard Brakeman
J. C. DEFIBAUGH.....Machinist
R. L. FIELDS.....Car Inspector
J. C. SNYDER.....Operator



TRACK FOREMAN G. J. McKENZIE

Baltimore and Ohio Athletic Association of Cumberland, Md.

PRESIDENT

GRIFFIN A. MCGINN.....Chief Clerk to Superintendent

VICE-PRESIDENTS

F. F. HANLEY .....Division Engineer
R. B. STOUT.....Master Mechanic
E. C. DRAWBAUGH.....Division Operator
D. H. STREET.....Division Freight Agent
W. H. LINN.....General Yardmaster

TREASURER

G. R. BRAMBLE.....Freigth Agent

SECRETARY

T. F. SHAFFER.....Chief Clerk to Division Engineer

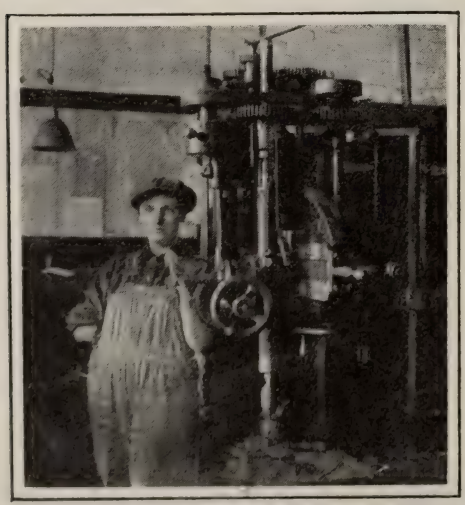
The picture on page 73 of G. J. McKenzie, of McKenzie Md., illustrates the type of men in charge of maintenance of track on the Cumberland Division.

Mr. McKenzie entered the Baltimore and Ohio service on April 15, 1877, and has been employed continuously since that date.

The fine condition of his section shows that he takes deep interest in his work, and his care of Company's property can be no better illustrated than by the fact that he has used two Barrett No. 1 jacks for twenty years, without the necessity of repairs excepting the renewal of jaws. This is a remarkable record in the care and conservation of tools and indicates what can be accomplished when a foreman takes pride in the appliances placed under his charge.

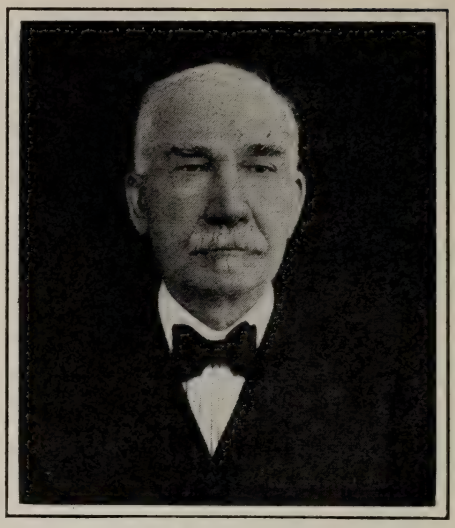
Mr. and Mrs. McKenzie have a family of ten children, nine of whom are living, three being in the service of the Company.

The accompanying picture is of Miss Mary White, who operates a drill press in the Air Brake Department at Cumberland. Miss White is doing splendid work and has proved herself to be a most efficient employe.



MISS MARY WHITE

Drill Press Operator in the Air Brake Department at Cumberland



W. E. FAZENBAKER

Keyser

The accompanying picture is of W. E. Fazenbaker, a pensioned veteran of Baltimore and Ohio service.

Mr. Fazenbaker, who was born on February 20, 1847, entered our service in 1864 and learned the machinist's trade. He later became a fireman and was promoted to engineer on May 7, 1873, and made his first trip on engine No. 106, on June 1 of that year. In April, 1885, he was assigned to regular passenger service, where he remained until his retirement on May 7, 1914.

Mr. Fazenbaker has three sons who, like their father, are faithful Baltimore and Ohio men. They are G. W. Fazenbaker, machinist in Cumberland shop; O. S. W. Fazenbaker, clerk to trainmaster and road foreman of engines at Keyser, and R. E. Fazenbaker, engineer on the Hampshire Southern Branch. He also has two daughters. Mrs. Fazenbaker, to whom he was married on September 3, 1867, died on March 29, 1909 and, of course, has been greatly missed by Mr. Fazenbaker and his children. Although he is now in his seventies he enjoys good health, which his fellow employes wish may continue for many years to come.

South Cumberland Y. M. C. A.

The many friends of J. W. Deneen rejoice in his well-merited promotion, and wish him a bright railroad future.

Despite the warm weather, the men at the shops, by unanimous vote, decided to continue the noon hour shop meetings throughout the summer. This matter was put squarely up to the men and left entirely in their hands, and the fact that there was no voice against continuing the meetings during the summer is a testimonial that they are appreciated by the men.

Martinsburg Shops

Correspondent, W. L. Stephens

Born to Mr. and Mrs. John McNamee, a son and daughter. Mr. McNamee is a machine hand in the frog shop.

The names of Samuel M. Rockwell and Edgar Jackson Schael were drawn in the selective draft to help fill Berkeley County's quota of 122. In the second list of 122 names were those of George James Brantner, Charles N. Licklider and Jacob Wolford. William Wright, steam shovel man at the local shops but registered at his home county seat, Leesburg, Va., was drawn in the first call. He is just recovering from an operation for appendicitis but will do his duty if the doctors pass him. Others of the shop force were drawn, but their names were so far down on the list that it seems improbable that they will be called for service in the first national army of 500,000 men.

"Chris" Dailey, local shop craneman, has been sent to one of our western divisions to crane a steam shovel. Machinists Harrison and ——— are inconsolable at the loss of their bosom friend and guide on many pleasure excursions. Never mind, boys, "Chris" will be back by and by, with weird tales of victories won in the trenches of Indiana.

The sympathy of the shop boys is extended to our fellow worker, Charles Hollis, in the death of his aged mother, Mrs. Eliza Francis Hollis, which occurred on July 9, in her home in this city. Mrs. Hollis, who was seventy-five years old, was a native of Martinsburg and spent her entire life here. The funeral was held at her late home on July 11, the Reverend R. L. Wright officiating. Interment was in Green Hill Cemetery.



MISS GRACE BROWN, SHOP CLERK, AND MISS EVA MAY, M. C. B. CLERK

Women employes at Fairmont



R. L. HAMME AND G. M. MOORE

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton

R. F. Haney, *Conductor*, Weston

C. F. Schroder, *Operator*, Grafton

J. Lynch, *Car Inspector*, Fairmont

Divisional Safety Committee

J. M. Scott.....Chairman, Superintendent, Grafton, W. Va.
J. A. Anderson.....Master Mechanic, Grafton, W. Va.
W. I. Rowland.....Road Foreman, Grafton, W. Va.
J. F. Eberly.....Division Engineer, Grafton, W. Va.
H. L. Miller.....Car Foreman, Grafton, W. Va.
J. O. Martin.....Division Claim Agent, Clarksburg, W. Va.
Dr. C. A. Sinsel.....Medical Examiner, Grafton, W. Va.
P. B. Phinney.....Agent, Grafton, W. Va.
J. D. Anthony.....Agent, Fairmont, W. Va.
S. H. Wells.....Agent, Clarksburg, W. Va.
R. L. Schill.....Agent, Weston, W. Va.
E. J. Hoover.....Agent, Buckhannon, W. Va.
F. W. Tutt.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.

Rotating Members

L. W. Grapes.....Fireman, Fairmont, W. Va.
D. R. Ridenour.....Machinist, Grafton, W. Va.
J. Pickens.....Brakeman, Grafton, W. Va.
A. L. Lunsford.....Engineer, Weston, W. Va.
G. W. Binnix.....Car Inspector, Fairmont, W. Va.
J. W. Hostler.....Engineer, Grafton, W. Va.
W. P. Kincaid.....Locomotive Inspector, Fairmont, W. Va.

The picture at top of column is of two very prominent railroaders—R. L. Hamme, traveling freight agent, and George M. Moore, ticket agent at Huntington. These gentlemen do not need any introduction to our employes, as they are very popular. Mr. Moore has been ticket agent at Huntington for a number of years and

has the reputation of being most courteous and efficient. Mr. Hamme is known all over the System, and is very popular among his co-workers.

Miss H. C. England has accepted the position of stenographer to the general foreman, at Somerset. We want to bid her welcome to the Baltimore and Ohio System.

Brakeman J. S. Deas, Jr., has resumed duty, after being away for several weeks because of illness. Glad to see you back, "Jim."

Operator B. C. Bowers resumed duty at Adams on July 16, having been on a leave of absence for several months. How's the movies, "Bert?"

G. D. Motter, statement clerk in the Motive Power Department, has been appointed supervisor of fuel loading, with headquarters at Chillicothe, Ohio.

On July 14 Dr. E. H. Douglass, Company surgeon at Petroleum, and M. E. McDonal, train auditor, of Parkersburg, spent the day fishing at Hughes River and report catching 105 fish, among them a number of fine bass.

Joseph Newham, formerly employed as timekeeper in the Maintenance of Way Department, arrived at Grafton on July 20 and is spending a few days greeting old friends prior to leaving to join the National Guard at St. Louis.

Miss Helen Colborn, the popular stenographer to division freight agent Marsh, spent her vacation with relatives in Virginia.

The accompanying picture is of yard engine No. 1240 and, reading from left to right, fireman Nuckles, engineer Kellar, brakemen Nuckles and Newman and conductor Harvey Bledsoe. This crew is extremely efficient, conductor Bledsoe having been in charge of the yard for a number of years and the rest of the trainmen being old and reliable men.

Wheeling Division

Correspondents

M. J. SAUTER, *Office of Superintendent*

D. F. ALLREAD, *Agent*, Reader, W. Va.

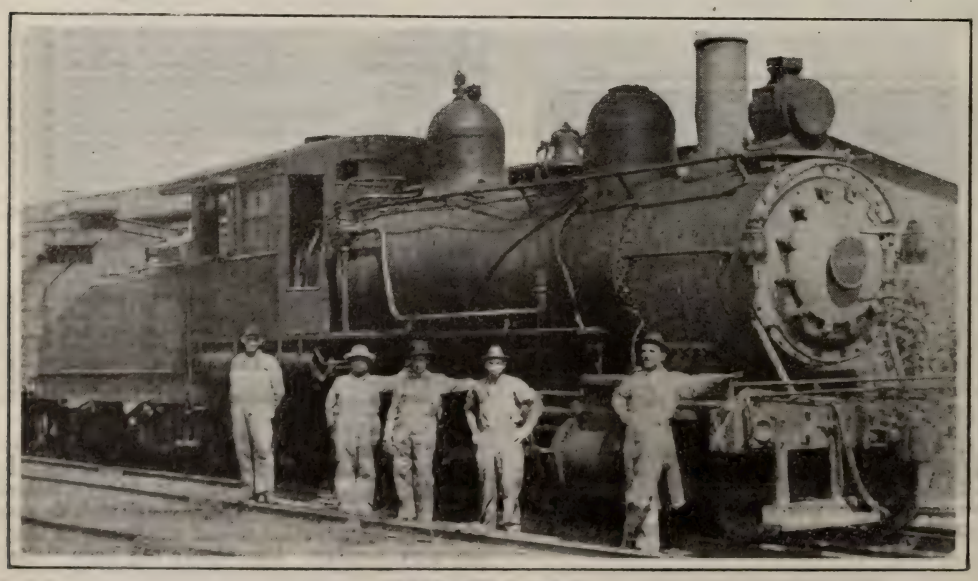
Divisional Safety Committee

W. M. HAVER	Chairman, Superintendent
P. A. BEATTY	Division Engineer
T. R. STEWART	Master Mechanic
W. F. ROSS	Road Foreman of Engines
C. W. GORSUCH	Terminal Trainmaster
J. A. FLEMING	Agent, Wheeling, W. Va.
DR. J. E. HURLEY	Medical Examiner
M. C. SMITH	Claim Agent
F. M. GARBER	Car Foreman
R. A. NEASE	Machinist Helper
W. C. WRIGHT	Track Supervisor
J. THONEN	Engineer
E. L. PARKER	Freight Conductor
L. C. BOMER	Freight Conductor
B. HUFF	Machinist
J. E. HOLLER	Freight Fireman

The following letter of congratulation, from Dr. E. M. Parlett, chief of the Welfare Bureau, was received by superintendent W. M. Haver on August 3:

"Permit me to congratulate the Wheeling baseball team, its manager and yourself upon winning the West Virginia District Baseball Championship and the Keegan Cup.

"The intense interest displayed in the health, recreation and welfare of the employes on the Wheeling Division is a splendid example for



YARD ENGINE 1240



HOLLOWAY, OHIO, YARD OFFICE FORCE

From left to right those in the picture are: H. Burdette, Terminal Trainmaster; H. E. Van Fossen, Chief Desk Clerk; N. J. O'Neil, Chief Eastbound Clerk (in doorway); F. C. Capple, Chief Clerk to Terminal Trainmaster (in doorway); K. B. McFadden, Westbound Checker; J. E. Murphy, Assistant Yardmaster; W. S. Ober, Coal Billing Agent, and Noah Warder, Call Boy

other Divisions on the System to profit by. The efficiency displayed by the team, and the cooperative spirit manifested between the employes and the officials may well be emulated by the entire System.

"I take this occasion to again congratulate the Wheeling baseball team and wish it further well-merited success."

Road foreman of engines J. W. Bull is confined to his home at New Martinsville by a sprained ankle, which is giving him much trouble.

Traveling car agent O. E. Dodd, formerly with headquarters at Benwood and Holloway, and now engaged in agricultural pursuits, reports that he has been very successful in raising excellent crops on his farm at Hope, Indiana.

The members of the Wheeling Division baseball team left Wheeling on train No. 45, August 3, to meet the strong Chicago Division team at their headquarters in Garrett, Ind.

Among the prominent young men employed in the Division offices at Wheeling are David White, assistant chief clerk to the general superintendent; Bernard L. Helfer, stenographer to the commercial freight agent, and Frank C. Eberly, C. T. timekeeper.

The office vacancies which have occurred up to the present time have been filled by ladies, a total of ten now being employed in the Wheeling passenger station.

Ohio River Division

Correspondents

E. L. Sorrell, *Office of Superintendent*
R. E. Barnhart, *Office of Superintendent*
W. E. Kennedy, *Office of Superintendent*

Divisional Safety Committee

J. W. Root	Superintendent
F. C. Moran	Trainmaster
E. J. Langhurst	Road Foreman of Engines
O. J. Kelly	Master Mechanic
C. E. Bryan	Division Engineer
W. E. Kennedy	Division Claim Agent
Dr. J. P. Lawlor	Medical Examiner
E. Chapman	Captain of Police
F. A. Carpenter	Agent, Parkersburg
S. E. Eastburn	Agent, Yardmaster, Huntington
H. F. Owens	Secretary

Rotating Members

H. L. Bartels	Engineer
O. W. McCarty	Fireman
H. Neal	Conductor
M. F. Caldwell	Brakeman
A. C. Smith	Car Department
O. F. Taylor	Locomotive Department
E. Farrell	Stores Department

R. C. Gruver, general clerk in the Accounting Department, answered the call of his country by joining the Navy, reporting for duty at Newport Training School, Rhode Island, on July 31.

The Accounting Department will lose two good men in the persons of Myron H. Mohler, transportation timekeeper and M. C. Flaherty, motive power timekeeper, who were among the first to be conscripted in Wood County. However, duty calls them and inasmuch as both are single and will no doubt pass the physical

exmaination they will probably become members of the National Army.

Stuart S. Roush, chief clerk to the superintendent, is taking a much needed rest. H. C. Nesbitt, division accountant, is acting in his place in addition to attending to his other duties.

F. L. McDonald, night ticket agent at O. R. station, was united in marriage last week to Miss Rebecca Banks, of Shepherdstown, W.Va. We extend our congratulations.

J. E. McGraw bid in first trick at RA office, because of the resignation of F. Baker, who has accepted a position with an oil company in Oklahoma. Mr. McGraw has been second trick operator at OB for ten years. His friends will be pleased to see him assigned to RA. His position at OB is being filled by H. W. Bradley.

Frank Owens, secretary to superintendent Root, returned last week from a two weeks' trip to Boston, New York and Atlantic City.

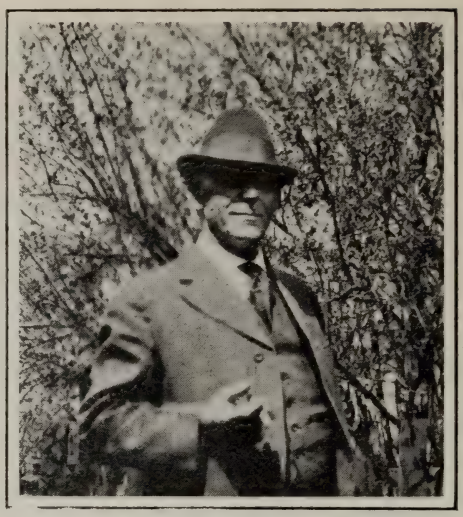
James B. Scullin, one of our veteran employes, is back in the service. His friends are glad to have him with them.

T. J. Ball is enjoying his annual vacation in the west. During his stay in Indiana he reports having caught fish weighing respectively ninety, eighty, seventy and sixty pounds. We leave this statement to the readers of the MAGAZINE, who, perchance, have fished in Indiana.

The accompanying picture is of J. W. Wolf, carpenter foreman. Mr. Wolf entered the service on November 1, 1892, as a carpenter and was promoted to his present position on March 1, 1904.



J. W. WOLF



GEORGE BUCKHOLD, SECTION FOREMAN AT CLEVELAND

Two of our former boys, Oliver Mattingly and "Eddie" Wilkinson, who recently joined Uncle Sam's forces, were end men in a minstrel show given by West Virginia guardsmen.

Leroy Allen, of the division freight office, has returned from his vacation, a trip including the principal cities of the west.

Chief clerk C. R. Grimm has returned from a trip to Baltimore.

As this is our first appearance in the editorial world, hope the readers will bear with our mistakes.

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent*, Cleveland

Divisional Safety Committee

H. B. GREEN	Superintendent
G. B. GYMER	Secretary
J. J. POWERS	Trainmaster
W. J. HEAD	Trainmaster
A. R. CARVER	Division Engineer
F. W. RHUARK	Master Mechanic
P. C. LOUX	Road Foreman of Engines
G. H. KAISER	Road Foreman of Engines
A. J. BELL	Terminal Agent
A. A. CHURCH	Medical Examiner
G. J. MAISCH	Claim Agent
M. E. TUTTLE	Division Operator

ROTATING MEMBERS (to serve three months)

W. G. HARRIS	Assistant Agent, East Akron
C. H. RICHARDS	Dispatcher, Akron
M. CARANO	Section Foreman, Akron
J. H. MYERS	Carpenter Foreman, Cleveland
T. J. BOWEN	Conductor, Lorain
J. A. MOORE	Engineer, Lorain
M. LIVINGSTONE	Engineer, Cleveland
J. E. FRISKEY	Conductor, Akron
G. C. BELL	Conductor, Cleveland
W. REIDER	Machinist, Cleveland
T. A. HORN	Material Checker, Lorain

The opposite picture is of George Buckhold, the oldest section foreman on the Cleveland Division. He has been in the service of the Company for thirty-two years, and his services have been more than satisfactory.

The picture at bottom of column is of David M. Pettay, of Tracy, Ohio, who has been in the Service for the last twenty-nine years, and is at present employed as carpenter foreman on this Division. Mr. Pettay has always given his best efforts to the Baltimore and Ohio.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk*

Divisional Safety Committee

D. F. STEVENS.....Chairman, Superintendent, Newark, O.
C. H. TITUS.....Vice-Chairman, Trainmaster, Newark, O.
T. J. DALY.....Assistant Trainmaster, Newark, O.
J. TORDELLA.....Division Engineer, Newark, O.
WM. STRECK.....Road Foreman, Newark, O.
W. F. MORAN.....Master Mechanic, Newark, O.
A. R. CLAYTOR.....Division Claim Agent, Newark, O.
D. L. HOST.....T. M. & C. T. D., Columbus, O.
C. G. MILLER.....Shopman, Newark, O.
J. A. MITCHELL.....Conductor, Newark, O.
W. C. NEIGHBARGER.....Engineer, Newark, O.
J. C. MCVICKER.....Fireman, Newark, O.
W. F. HALL.....Car Repairman, Newark, O.
D. E. DUFFY.....Blacksmith, Newark, O.
C. RITTENHOUSE.....Yard Conductor, Newark, O.

Through the efforts of F. G. Hadley, freight agent at Mt. Vernon, A. W. Patton, car distributer and his assistant D. Gettings, of Division headquarters, the Company secured a shipment of thirteen cars of export freight for Australia. These gentlemen have received congratulatory letters from the C. & G. Cooper Company of Mt. Vernon, the shippers, who commended them on the efficient manner in which the shipment was handled.



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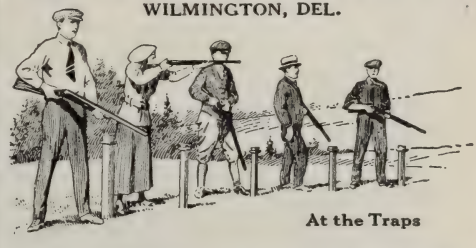
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The picture at right is of engineer and Mrs. W. C. Neibarger, who were caught by the camera during a recent visit to the south.

The lower picture is of a forty-ton casting loaded at Mt. Vernon on well car and lined up for movement. Brakeman A. E. Lawrence is shown at the left and brakeman B. Hughs at the right of the picture.

Newark Shops

A number of years ago our cheerful and hustling material inspector, Lee Stanford, was stung by a perfect specimen of the fox hunting bee and ever since then his hobby has been to sit on the hill tops in the lonely country from early night to the wee small hours of the morning, listening to his dogs make music while they hot foot behind Mr. Fox. What Lee doesn't know about fox hounds and fox hunting is little or nothing, and he and his running mate "Babe" McKenna, machinist, can be seen most any nice evening driving out of the city with a pack of hounds behind their buggy, for another "big night," as they call it.



MR. AND MRS. W. C. NEIBARGER

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville

S. M. DeHuff, *Manager of Telegraph Office*, Connellsville

C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Broughton	Chairman, Superintendent
C. M. Stone	Trainmaster
T. E. Miller	Master Mechanic
G. N. Cage	Road Foreman of Engines
Dr. M. H. Koehler	Medical Examiner
H. B. Pigman	Division Operator
A. P. Williams	Division Engineer
H. D. Whip	Relief Agent
C. A. Albright	Agent
E. E. McDonald	Agent
W. F. Herwick	Conductor
W. J. Dayron	Road Brakeman
O. E. Newcomer	Fireman
W. H. Metzgar	Supervisor
E. C. Lucas	Car Foreman
A. L. Friel	Shop Foreman
H. E. Cochran	Secretary



FORTY-TON CASTING LOADED AT MT. VERNON

It's been just as hot every place as it was on the Connellsville Division, hence we won't devote any space to humidity subjects.

At the time of this writing we regret very much to learn that former superintendent O. L. Eaton is confined to his home in Connellsville by serious illness.

We are pleased to learn that train dispatcher C. G. Gates has resumed duty after an extended illness.

The fame of the Baltimore and Ohio baseball team of Connellsville has finally reached the big sheets. A recent issue of the Pittsburgh *Gazette-Times* carried an excellent, space-consuming photograph of C. M. Stone and H. Long, manager and captain of the club. Mr. Stone, the highly esteemed trainmaster of this division, has found time, despite his strenuous duties, to devote sufficient attention to his team to make it a big success.

John Gaal, son of conductor J. Gaal of this city, was drowned while bathing in the Youghiogheny River, opposite the Baltimore and Ohio station, on August 1.

H. I. Penrod, station baggagemaster at Connellsville for several years, has resigned to accept a position in the shops at Mt. Clare.

S. J. Tipton, formerly ticket agent at Connellsville, always manages to find opportunities to visit old friends here while pursuing his duties as travelling passenger agent. And "Sam" also manages to call at the post office on each visit, even if he doesn't expect to find mail awaiting him there.

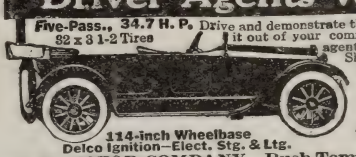
Vacations are conspicuous by their absence this summer.

The passenger depot and division headquarters at Connellsville have defied the tardiness of summer by taking on a number of improvements. Painting, both interior and exterior, has helped wonderfully to make the building more pleasing to the observer.

"Is it a female seminary?" was asked a station employe some time ago by a party who had observed the number of young ladies tripping upstairs to division headquarters. "No, sir," replied the employe. "It's just a sample of 'womanhood' doing its bit in war times, that's all."

The accompanying picture was taken on the east side of the mountain near Mance, Pa., on section No. 10. The two American flags and the "Safety First" are all made of rocks and stones of different colors and are noticed by all passengers who pass the spot in daylight. The size of this artistic design can be judged by comparison with the figures of track foreman T. B. Bracken and his men seated back of it on the ground. The picture was taken from far up on the mountain side. This is but one of

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"SAFETY FIRST" DESIGN ON THE SIDE OF THE MOUNTAIN NEAR MANCE, PA., CONSTRUCTED OF ROCKS BY CONNELLSVILLE DIVISION EMPLOYES

many evidences of the care and pride shown by the employes of the Connellsville Division in their railroad.

The picture at bottom is a closer view of track foreman Bracken and his "team" of efficient workers, who made the design. In doing it they didn't neglect their section, as a ride over No. 10 will prove. These trackmen also have the distinction of having purchased $1,600 worth of Liberty Bonds.

W. J. Emerick, telegrapher at Wyndman, has been doing extra work as train dispatcher at Connellsville for the past six weeks. It is W. J.'s first attempt and from all reports he is making good. And still another Emerick—B. E., a brother of W. J.—has accepted a position as copying operator at Connellsville. Surely Williams, Pa., is doing its bit to make the Baltimore and Ohio what it is to-day. Both of the Emerick brothers were "made" there; R. W. Hoover, at present acting night chief dispatcher, began his training there, and—but then, a person don't like to talk too much about oneself! But just the same, Williams, Pa., has proved itself some little incubator of railroad talent, eh?

Ever hear tell of "articulating" a garden? Can't be done. B. W. Cole, car inspector, Connellsville, will tell you that.

Uncle Sam has the "number" of one third of the telegraphers on the Connellsville Division.

Mr. Stone's Connellsville Division baseball team is making an enviable record for itself this season. Two decisive lickings has been Pittsburgh's contribution to that record.

The "get acquainted" meeting held recently by our new superintendent, M. H. Broughton, was a big success. All present felt they knew Mr. Broughton when the meeting adjourned, which was what he desired. Speeches were made by several department heads and other employes, and a happy evening was enjoyed by all.

Pittsburgh Division

Correspondent, B. J. McQuade, *Office of Superintendent*, Pittsburgh

Divisional Safety Committee

T. J. Brady	Chairman, Superintendent
T. W. Barrett	Vice-Chairman, Trainmaster
W. J. Kennedy	Secretary
C. C. Cook	Division Engineer
M. C. Thompson	Road Foreman of Engines
G. W. C. Day	Division Operator
E. J. Brennan	Superintendent of Shops
F. P. Pfahler	Master Mechanic
A. J. Weise	General Car Foreman
F. Bryne	Claim Agent
W. F. Deneke	Agent, Pittsburgh
Dr. J. P. Lawlor	Medical Examiner
R. F. Langdon	Brakeman
E. D. McCaughey	Fireman
E. P. Chenowith	Conductor
J. J. Berry	Foreman, Glenwood
J. L. Soliday	Engineer

The first meeting of the Pittsburgh Division Veterans' Association was held in Odd Fellows Temple, Hazelwood, on July 9.

The meeting, which was in charge of president William Cox, was opened by the singing of "America" and the "Star Spangled Banner," during the singing of which conductor Charles Lane unfurled a flag.



TRACK FOREMAN T. B. BRACKEN AND HIS TEAM OF WORKERS



OUR NEW OUTBOUND FREIGHT HOUSE AT PITTSBURGH

After a short business session Mr. Spielman, assistant general superintendent, spoke about our railroad and its part in the Great War, and what we all can do to help Uncle Sam plant the Stars and Stripes of Liberty on the Palace in Berlin.

After a song by our quartette the president introduced "King Brady" (T. J. Brady), superintendent of the Pittsburgh Division. Mr. Brady's talk was about the boys on our road, and the way the veterans had assisted in bringing it up to the top-notch. Mr. Brady

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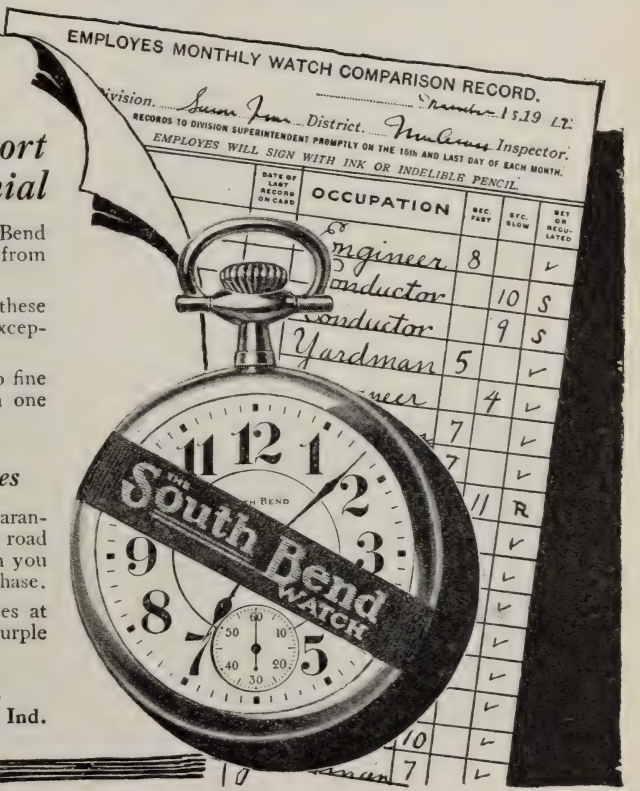
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also told us what we have been doing, and what we must do, to do our share on the Pittsburgh Division. He said we must handle at least five thousand cars in twenty-four hours, not one day in the week, but on all seven.

After Mr. Brady had finished we were entertained for a few minutes by Jessie P. Boyles, who was loudly applauded.

Assistant superintendent Hoskins and John Beltz, our river trainmaster, were called upon and responded with very fitting remarks. Then Miss Bessie J. Smith appeared upon the scene and sang one of her favorite solos.

Then George W. C. Day was next, and he was followed by W. C. Weagle, terminal trainmaster, and W. P. trainmaster M. L. McElhaney.

The address of the president William Cox, was short but interesting and to the point.

Glenwood Shops

Born to Mrs. George Edmunds, the wife of "Shep" Edmunds, painter in the roundhouse, a baby boy. "Shep" says that the little fellow is going to be a painter like his "pap."

While it was with regret that we heard that our old friend "Short" Tomlinson was going to the back shops as erecting shop foreman, we wish him all success in his new position.

William Mateer, material man in the roundhouse, and previously general foreman in the Stores Department, has left our service to accept a position as storekeeper on the P. & L. E. R. R. Go to it "Bill"—we wish you luck.

Albert Dewalt, chief clerk to the storekeeper, has left our service to accept a position with the Atlantic Refining Company.

George R. Galloway, assistant master mechanic at Glenwood, has been promoted to master mechanic at Cleveland. We wish him all the success possible. He was succeeded by John Howe, from Mount Clare, well known at this station, where he was previously boilermaker foreman in the back shops.

The accompanying picture was taken while carpenter foreman Alexander Havalescik was on a hunting trip at Red Cone Creek, Beaver County. Those in the picture, reading from left to right, are: Mr. Havalescik's sister, Mr. and Mrs. Havalescik and their niece. The boy is a farmer's boy of the neighborhood.



ALEXANDER HAVALESCIK AND FAMILY



CHILDREN OF CAR FOREMAN P. J. FINKE

The above picture is of the children of car foreman P. J. Finke. From left to right they are Loretta, age seven, Margaret, age eleven, and Annie, age nine. You will notice a number of their pets with which they spend most of their time while at home.

New Castle Division

Correspondent, J. A. Lloyd, *Chief Clerk to Superintendent*

Divisional Safety Committee

C. W. VanHorn	Chairman, Superintendent
C. P. Angell	Trainmaster
D. W. Cronin	Division Engineer
J. J. McGuire	Master Mechanic
T. K. Faherty	Road Foreman of Engines
James Aiken	Agent, Youngstown, O.
Dr. F. Dorsey	Medical Examiner
C. G. Osborne	Division Claim Agent
F. H. Knox	Agent, New Castle, Pa.
W. P. Cahill	Division Operator
W. Damron	Terminal Trainmaster
A. T. Humbert	Master Carpenter

Rotating Members (to serve three months)

E. F. Toepfer	Road Engineer
G. T. Griffith	Road Fireman
H. A. Bradley	Road Conductor
S. K. Fielding	Yard Engineer
L. Whalen	Pipefitter
J. W. Ferron	Work Checker, Car Department

George W. Miles, car distributer, who enlisted in the headquarters company of the First Pennsylvania Field Artillery, has been promoted to corporal, Signal Corps. His many friends wish him well.

C. H. DeArment, yardmaster at DeForest Junction, has been appointed car distributer in place of Mr. Miles, who has been furloughed.

The many friends of former master mechanic J. J. McGuire will be interested to know that as a first lieutenant in the Ninth Regiment Engineers (railroad) he is enjoying good health and is ready for foreign service.

H. W. Bates, clerk to the trainmaster, has resigned to accept employment in another business and Edward J. Raidy, stenographer to the trainmaster, has been promoted to fill his position.

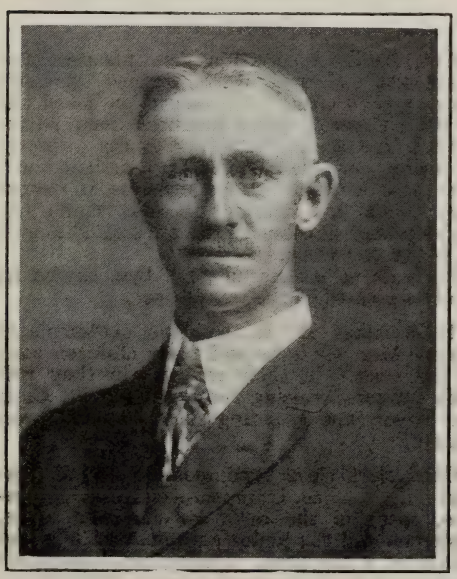
Train dispatcher E. A. Goehring has been bereaved by the loss of his mother, which occurred on July 26. The sympathy of the employes of the Division is extended to him.

In looking through his mother's papers, Mr. Goehring found a schedule for a special train to be run December 25, 1878, issued by Joseph Ramsey, superintendent of the Pittsburgh, New Castle and Lake Erie Railroad Company, now the Baltimore and Ohio. Mr. Goehring's father was an engineer at that time and the schedule was kept by him. The line at that time was narrow gauge and the special instructions were to run carefully over all road crossings and bad places, and not to exceed five miles per hour through No. 2 and No. 3 tunnels. The special ran from Pittsburgh to Zelienople and return, leaving Pittsburgh at 10.00 a. m., arriving at Zelienople at 12.58 a. m., leaving on the return trip at 1.10 p. m., and arriving at Pittsburgh at 4.25 p. m.

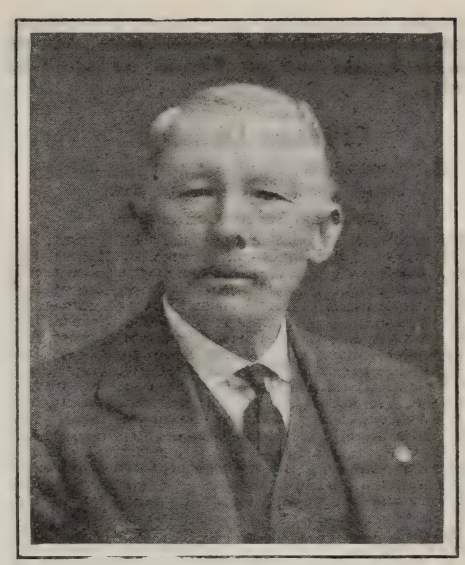
The list of veterans on the New Castle Division would not be complete without the name of F. H. Roper, now employed as track foreman on Section 44, on the Lake Branch of the Division.

On June 1 of this year foreman Roper had served the Company continuously for thirty-one years. Born on February 4, 1862, he was twenty-four years of age when he first accepted a job as a trackman. About eight years afterwards he assumed the duties of track foreman, the position which he still fills.

Mr. Roper is a man of pleasing personality,



F. H. ROPER



E. T. GILMORE

is hard working and ambitious and has a host of friends among the employes on the Lake Branch. His loyalty to the Company and his dependability is a matter of record, and to know him is to know one of the best types of men, one who finds it a pleasure to serve faithfully and honestly and, in the furthering of his personal interest, to loyally champion the betterment of the Company with which he has elected to labor.

In E. T. Gilmore, carpenter foreman at Painesville, Ohio, the New Castle Division can boast of having one of the real "Old Timers." During thirty-eight years of continuous service foreman Gilmore has seen many changes and improvements and, to use his own words, "We can now safely say that we are working for a first class railroad company."

Mr. Gilmore was born in September, 1846, and entered the service of the Painesville and Youngstown Railroad on August 24, 1879, serving eight years as master carpenter. After the reorganization under the Pittsburgh and Western Company he was made carpenter foreman and twelve years later, when the Baltimore and Ohio had taken over the interests of the Pittsburgh and Western Company, he was retained as carpenter foreman, the position which he has held since then. Mr. Gilmore has been a member of the Relief Department for twenty-four years, and is a firm believer in the benefits derived through it.

In Mr. Gilmore the Company has a conscientious employe, whose pride in his work is clearly indicated in the thorough manner in which the men in his gang perform their various tasks. Conditions have changed wonderfully since he entered railroad work, but he has not changed, except that he improves with age. He is as kindly and agreeable as ever,

faithfully carrying on the work of his department at Painesville, with intense interest in all of his men, with constant efficiency and absolute loyalty.

Chicago Division

Correspondent, P. G. ERVIN, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON.....Chairman, Superintendent, Garrett, Ind.
T. J. ROGERS....Vice-Chairman, Trainmaster, Garrett, Ind.
T. E. JAMISON.....Trainmaster, Garrett, Ind.
JOHN TORDELLA.....Division Engineer, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
F. N. SHULTZ.....Division Operator, Garrett, Ind.
W. F. MORAN.....Master Mechanic, Garrett, Ind.
D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
J. E. FISHER.....Road Foreman of Engines, Garrett, Ind.
J. D. JACK.....Claim Agent, Garrett, Ind.
W. A. FUNK.....Medical Examiner, Garrett, Ind.
C. W. HEDRICK.....Medical Examiner, Chicago Jct., O.
JOHN DRAPER.....Agent, Chicago, Ill.
HENRY BERGSTROM.....Machinist, South Chicago, Ill.
W. P. ALLMAN.....Agent, Avilla, Ind.
C. A. HAMILTON.....Engineer, Garrett Ind.
C. H. KEYS.....Fireman, Garrett, Ind.
N. D. SCOTT.....Conductor, Deshler, O.
DAVID WAGNER.....Brakeman, Garrett, Ind.
ROBERT KIPP.....Yard Brakeman, Chicago Jct., O.
W. A. MILLER.....Car Builder, Garrett, Ind.
H. SCHNEIDER.....Car Inspector, South Chicago, Ill.
L. C. BEEBER.....Pipefitter, Garrett, Ind.
JULIUS LEITZ.....Pipefitter, Chicago Junction, O.

J. H. Johnston, clerk in the office of the division accountant, and Mrs. Johnston, are spending their vacation visiting cities in the east.

Miss Clarice Horn has assumed the stenographic duties of Miss Myrtle Whirledge, who has been off duty the past few weeks because of sickness.

The accompanying picture is of Darrell Dwayne Thompson, son of Mr. and Mrs. Guy Thompson. The proud father is employed as a locomotive fireman and has been in the service for a number of years. At the age of three months the baby tipped the scales at twenty-three pounds.



DARRELL DWAYNE THOMPSON

C. T. Meek, for the past three years employed as time clerk in the office of the division accountant, has resigned to accept one with the Bowser Tank Company, of Fort Wayne, Ind. We are sorry to see Carl leave, but wish him all the success possible in his new position.

The regular monthly Safety meeting was held at Lake Wawasee, Ind., on July 11. The meeting was called to order at 11.30 a. m., superintendent Jackson presiding. There was a recess at 1.30 p. m., when the members of the committee were joined at dinner by their wives and families. The meeting again convened at 2.30 p. m., and after the completion of business, addresses were made by John Hair and J. H. Jackson. Despite inclement weather the day was pleasantly spent. Musical selections were given by Mrs. J. H. Greene and Mrs. J. W. Thompson and by R. R. Jenkins, secretary of the Chicago Junction Y. M. C. A. The trip from Garrett was made by automobile.

Arthur M. Dinsmore, for the past few months employed as brakeman on the Chicago Division, has been called for service in the Officers' Reserve Corps at Fort Benjamin Harrison. He left for Indianapolis on July 16.

Effective June 1 G. E. Cotton was appointed storekeeper at Garrett, vice F. W. Gettle, transferred to Connellsville, Pa., in the same capacity.

Effective August 1 J. A. Tschuor was appointed general foreman at Chicago Junction, Ohio, vice E. F. Creel, who has been assigned to other duties.

South Chicago

Correspondent, MRS. BERTHA A. PHELPS
Wheelage Clerk

We recently received a very pleasant and interesting call from W. S. Skinner, gunner's mate, second class, fleet reserve, on board the U. S. S. Chester, which has been doing patrol duty in the east. Mr. Skinner was formerly an engineer on this Division and was home on a five days' furlough. He enjoys the MAGAZINE very much and through it has made the acquaintance of other Baltimore and Ohio men on board the Chester.

He bade us a cheerful good bye, saying he would see us when the war is over.

Trainmaster R. R. Huggins contemplates joining Mrs. Huggins and their children soon in the east. On their return trip they will visit Detroit, cruising through Lake St. Clair and River, and spending some time on Lake Huron.

Chief clerk Oscar Anderson, of general foreman Sahy's office, has returned from his vacation, spent in the dells of Wisconsin. Mrs. Anderson and the junior accompanied him and all report a fine time. During Mr. Anderson's absence H. J. Blake was in charge of the office.



SWITCHING CREWS AT WOLF LAKE YARDS

The accompanying picture is of switching crews at Wolf Lake yards, who make up our banner freight trains for the east. Yardmaster Oborn, with hat in hand, is standing on the foot board.

Our yards at Wolf Lake include some very valuable property, running along the shore of Lake Michigan for a number of miles.

C. H. Hoblitzel, second trick operator at Wolf Lake, has resigned and is now with the N. Y. C. R. R. at Hammond, Ind. Mr. Hoblitzel has many friends along our line.

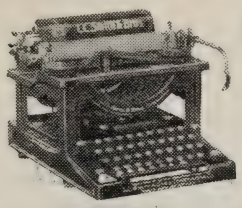
J. S. Cusick, our veteran interchange clerk, has returned from a trip to Washington and Baltimore.

Chicago Terminal

Correspondent, R. G. CLARK, *Assistant Abstracter*, Chicago

Divisional Safety Committee

J. L. NICHOLS.....Chairman, Superintendent
J. W. DACY.....Trainmaster
C. P. PALMER.....Division Engineer
R. L. FAITHORN.....Assistant Engineer
ALEX. CRAW.....Division Claim Agent
J. A. QUINN.....Captain of Police
C. L. HEGLEY.....Examiner and Recorder
H. MCDONALD.....Supervisor, Chicago Division
WM. HOGAN.....Supervisor, Calumet Division
F. K. MOSES.....Master Mechanic
F. S. DEVENY.....Road Foreman of Engines
CHAS. ESPING.....Master Carpenter
DR. E. J. HUGHES.....Medical Examiner
C. O. SEIFERT.....Signal Supervisor
E. J. DOYLE.....Assistant Agent, Forest Hill
J. O. CALLAHAN.....General Car Foreman



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THE TEXAS COMPANY
NEW YORK HOUSTON

BRANCH OFFICES

Boston — St. Louis — New Orleans — Pueblo
Philadelphia — Norfolk — Dallas — Tulsa
Chicago — Atlanta — El Paso

ADVERTISING ANNOUNCEMENT

We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted :: :: :: ::

ADVERTISING RATES

$35.00 per page, each insertion and pro rata for halves, quarters and eighths and $2.19 per inch (fourteen agate lines to an inch, one-sixteenth page). Width of column, 16 ems or 2⅔ inches.

Rates for covers, extra colors and preferred positions will be supplied on request.

For further particulars address

Robert M. Van Sant, Advertising Manager
Mount Royal Station — Baltimore, Md.

ROTATING MEMBERS (to serve three months)

B. TURLEY.....Engine Foreman, Blue Island, Ill.
D. STERLING.....Engine Foreman, East Chicago, Ind.
H. DEBITTS.....Engine Foreman, Robey Street
H. C. STONE.....Engineer, East Chicago, Ind.
P. S. PEARSON.....Engineer, Blue Island, Ill.
JOHN LATSHAW.....Engineer, Robey Street
D. M. JULIAN.....Car Foreman, Robey Street
DANIEL DALEY.....Machinist, Robey Street
H. HEPBURN.....Machinist, East Chicago, Ind.
E. BURKE.....Machinist's Apprentice, East Chicago, Ind.
W. H. COUR.....Boiler Inspector, East Chicago, Ind.

Since the last list was published the following Chicago Terminal employes have entered Government service: S. L. Svaboda, D. J. McNeill, E. B. Erickson, Edward Feeley, J. G. Madigan, W. A. Smith, B. F. Sedwick and W. J. Spaul. This list is not complete, we know, and we will greatly appreciate the receipt of other employes' names, with the branch of service in which they have enlisted.

Chicago Terminal employes realize the importance of moving freight with dispatch at this time, and are making a great record in detecting and eliminating unsafe conditions. Several of the efforts made by our employes deserve special mention, which will be given in the Special Merit department of the MAGAZINE.

On July 6 the married men and the single men of the Grand Central offices engaged in a ball game at the Athletic Association grounds. The game ran for twelve innings and then the married men, from force of habit, gave up; score 7 to 6 in favor of the single men. This game, from a married man's standpoint, ran true to form; we find we can hold out about twelve innings, but the boss always wins in the end.

The death, on July 10, of C. H. Sisk, in charge of the news stand at the Grand Central station for many years, came as a shock to everyone. Mr. Sisk had been sick for only a few days when his illness developed into acute pneumonia, resulting in his death. An old employe of the Terminal, a man especially gifted with wit and humor and possessed of a most kindly disposition, his death deprives us of a true friend and a valuable asset to the railroad.

O. J. Lozo, formerly chief clerk in the car Accounting Department, has been appointed manager of the news stand in Mr. Sisk's place. His many friends congratulate him on this appointment and know that he can fill the bill in giving representative Baltimore and Ohio service to the traveling public.

E. A. Mueller, of the auditor's office, has just returned from a vacation spent at Crapo, Michigan, where the fish jump right in the boat and bite you.

Dispatcher Williams and Henry Nelson recently spent their vacations together "somewhere up north" on the trail of the elusive fish. We understand that they occupied the same boat while emulating Isaac Walton, and that Williams' bobber was only eight inches away from Nelson's all of the time; likewise that they used the same kind of bait. However, the score was: Nelson, 8; Williams, 0.



GENERAL PASSENGER AGENT AND OFFICE FORCE, CHICAGO, ILL.

Lower row, left to right: C. C. LEE, Advertising Agent; P. H. AKIN, Chief Clerk; B. N. AUSTIN, General Passenger Agent; T. J. CURTIN, Chief Rate Clerk; V. G. BATES, Secretary. Upper row, left to right: S. V. STRANZ, Excursion Clerk; RUPERT ELMER, Clerk; WILLIAM B. CAFFERATA, Assistant Rate Clerk; W. J. BASTGEN, Stenographer; CECIL ELMER, Clerk; C. NIEMANN, Clerk; HARRY JONES, Clerk; VINCENT BYRNE, File Clerk



A LOYAL LITTLE AMERICAN—MASTER KARL EDWARD FIGLESTAHLER

The Son of our Agent-Operator at Sciotoville, O.

Felix A. Barbee, leverman at 75th Street interlocking tower, has sent us a very interesting poem on "The Towerman." We regret that lack of space forbids our printing it in this issue, but want Mr. Barbee and his associates to know that the sentiment of Safety First so well expressed in his composition is appreciated by the management.

Ohio Division

Correspondent, W. L. ALLISON, *Operator*
C. D. Office, Chillicothe, Ohio

Divisional Safety Committee

A. A. IAMS.....Chairman, Superintendent
R. MALLEN.....Road Foreman of Engines
H. E. GREENWOOD.....Master Mechanic
C. H. R. HOWE.....Division Engineer
T. E. BANKS.....Trainmaster
DR. F. H. WEIDEMANN.....Medical Examiner
L. A. PAUSCH.....Supervisor
L. B. MANSS.....Captain of Police
L. KEDASH.....Road Conductor
C. SKINNER.....Road Brakeman
S. B. FROST.....Road Engineer
L. W. SCHAFFER.....Road Fireman
H. L. SHEA.....Yard Fireman
J. SHANE.....Machinist
J. RUTHERFORD.....Tank Repairman
S. GRIFFIN.....Agent, Hillsboro

Business before pleasure. This is a good rule, and one that is adopted by the local officials when they have a job like a staff meeting on hand. On July 9, having attended to business in a satisfactory manner, they repaired to the lawn back of the depot, where R. Mallen and William Graff, road foremen of engines, divested themselves of much clothing, including shoes and socks, and ran a foot race. With the aid of a ten foot handicap and much effort, Mr. Mallen arrived at the wire first, receiving much applause. Mr. Graff, though defeated (unfairly as he stated), immediately took on superintendent Iams for the same distance, winning handily under wraps. Some race!

On June 23 C. R. Duncan, chief clerk to the superintendent, was united in marriage to Miss Ruth Elizabeth Ware, daughter of Mr. C. J. Ware, of this city. They left the same evening for a trip through the west, visiting Denver, Colorado Springs and returning by the way of Chicago. They are now at home to their friends in apartments in the Masonic Temple Building.

O. L. Eaton, formerly superintendent of the Connellsville Division, is at Chillicothe as special transportation representative, to take charge of the track building in connection with the big cantonment there. The work is being rushed in all departments as the camp must be ready for occupancy by September 1. Hundreds of carloads of building material are coming in over our lines and it is estimated that it will be necessary to lay about twenty-five miles of track to meet the requirements. When the army of about 38,000 men come here to train, it will require from seventy-five to one hundred carloads of supplies each day to feed men and horses. As the camp is situated directly on our line, this means lots of business. The local officials have the situation well in hand. Chillicothe will be some dot on the map by the time this is printed.

Employes of the Ohio Division were saddened by the news of the death of freight conductor H. E. Smiley, who was accidently killed at Hamden, Ohio, while switching in the yards. Conductor Smiley had a host of friends and was one of the most popular and best liked conductors on the Division. Sympathy is extended to his bereaved family.

Train dispatcher J. R. Neff has been promoted to transportation supervisor on the Wheeling Division. F. C. Donaldson is filling the vacancy.



TRAIN No. 45, "ON TIME" AT ZALESKI

C. A. Card, machine shop foreman here for about two years, has been promoted to general foreman of Chillicothe shops. His many friends were pleased to hear of his well deserved promotion.

H. M. Sherrard, formerly assistant machine shop foreman, succeeds Mr. Card as machine shop foreman, and H. W. Smith, piecework inspector, becomes assistant machine shop foreman.

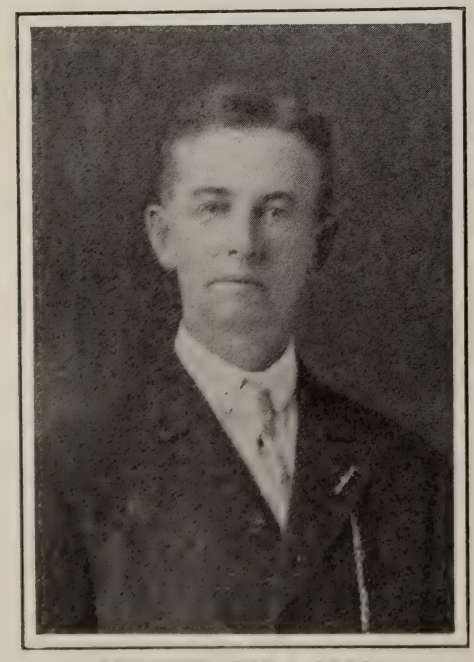
Charles Haslop has been promoted from foundry clerk to foundry labor gang foreman. A. C. Roach, who has been time clerk, succeeds Mr. Haslop as foundry clerk, and Miss Mabel Hazlet succeeds Mr. Roach as time clerk.

C. P. McKenna, our popular young roundhouse machinist and Miss Lucille Maybold, a charming young woman of Newark, were married recently. Their honeymoon was spent in the large cities of the east. They will make their home in Newark, where they have a large circle of friends.

The prizes given by the Company to the apprentices having the best grades at the end of the school year in the apprentice school, were awarded as follows:

First prize, $20.00 in gold, W. Peoples; second prize, set of machinist tools, William Dunn; third prize, one year's subscription to the *Railway Mechanics Engineer* and Forney's Catechism, F. R. Ryan.

The competition is very keen for these prizes and the winners are to be congratulated for their good work.



ENGINEER JOHN L. GREGG



OUR POLICE FORCE AT CHILLICOTHE

From left to right the gentlemen in the picture are—
Seated: Lieut. R. A. Kennedy and Capt. L. B. Manns.
Standing: W. Thoeny, H. H. Kemper and L. D. Sesher

Division engineer Howe, writing to superintendent Iams, says that he is in receipt of a box containing eight pounds of strips of lead from torpedoes, which had been picked up from time to time by Harry S. Clark, extra gang timekeeper and Elmer Jones, extra gang laborer, on the Ohio Division.

Think what this would mean if these strips were gathered up over the entire System. These gentlemen are highly commended for their interest in the conservation of material, an especially important matter at this time.

The Ohio Division baseball team met the Indiana Division nine in the first championship game of the season at Chillicothe on July 8, the game resulting in a victory for the Indiana Division team by the score of 4 to 2. Leemaster, who pitched for Washington, had the local team fanning the air at his swift ones and was in danger only in the seventh inning, when Chillicothe had runners on second and third with only one out, but could only get one score across the plate.

Potter, who pitched for Chillicothe, was effective after the first inning and pitched good ball, his teammates failing to hit behind him.

There is a lot of good material in the Chillicothe team and with more practice it will make any team hustle to win.

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

R. B. Mann .....Chairman, Superintendent, Seymour, Ind.
S. U. Hooper.....Trainmaster, Seymour, Ind.
J. B. Purkhiser.....Trainmaster, Seymour, Ind.
H. R. Gibson.....Division Engineer, Seymour, Ind.
J. E. Quigley.....Master Mechanic, Seymour, Ind.
S. A. Rogers.....Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy.....Division Operator, Seymour, Ind.
P. T. Horan.....General Foreman, Seymour, Ind.
E. Massmann.....Agent, Seymour, Ind.
J. E. Sands.....Agent, Louisville, Ky.
J. E. O'Dom.....Special Claim Agent, Cincinnati, O

ROTATING MEMBERS

L. N. SIMMONS.....Fireman, Seymour, Ind.
A. BECK.....Conductor, Seymour, Ind.
LON DURHAM.....Passenger Engineer, Louisville, Ky.
C. W. KLINE.....Track Foreman, Osgood, Ind.

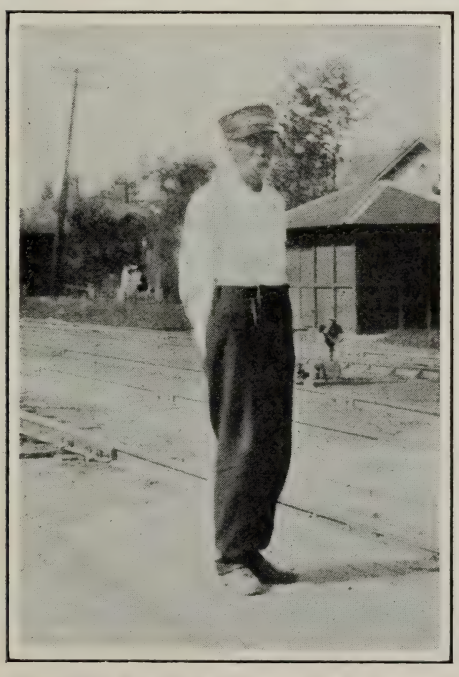
The picture shown below is of George W. Blaine, crossing watchman at Walnut Street, North Vernon, Ind. Mr. Blaine entered the service of the Ohio & Mississippi in 1879 as a trackman at Olney, Ill., and was made carpenter at that point in 1882. He was promoted to foreman in 1895 and filled that position until 1914, when because of sickness in his family and his declining health, he accepted service as a crossing watchman.

The employes at Mitchell, realizing that all cannot leave their posts of duty to join the colors, and wishing to show their patriotism, led by N. A. McCoy, one of our switchmen, collected funds to purchase a flag to be raised near the passenger depot. A bronze eagle was given by "Bun" Wade, the proprietor of the popular restaurant near the depot, to be placed on the top of the pole.

After permission was secured for placing the pole on the lawn just west of the passenger depot, Sunday, July 8, was selected for the flag raising.

Invitations were sent to all the churches of the city and a request made that the children furnish the music for the occasion. At 1.30, some four or five hundred of Mitchell's good and patriotic citizens came together to assist in the raising of the flag.

E. H. Deischer, rate and bill clerk, acting as chairman, called the meeting and after a few



CROSSING WATCHMAN GEORGE W. BLAINE, STATIONED AT WALNUT STREET CROSSING, NORTH VERNON



"You Get The Job"

"We've been watching you, young man. We know you're made of the stuff that wins. The man that cares enough about his future to study an I. C. S. course in his spare time is the kind we want in this road's responsible positions. You're getting your promotion on what you *know*, and I wish we had more like you."

The boss can't take chances. When he has a responsible job to fill, he picks a man *trained to hold it.* He's watching *you* right now, hoping you'll be ready when the opportunity comes.

The thing for you to do is to start today and train yourself to do some one thing better than others. You can do it in spare time through the International Correspondence Schools. Over 5000 men reported advancement last year as a result of their I. C. S. training.

The first step these men took was to mark and mail this coupon. Make your start the same way—and make it right now.

TEAR OUT HERE

INTERNATIONAL CORRESPONDENCE SCHOOLS
Box 8495, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, *before* which I mark X.

☐ LOCOMOTIVE ENGINEER	☐ BOOKKEEPER
☐ Locomotive Fireman	☐ R. R. Agency Accounting
☐ Traveling Engineer	☐ R. R. Gen'l Office Acc'ting
☐ Traveling Fireman	☐ Higher Accounting
☐ Air Brake Inspector	☐ Stenographer and Typist
☐ Air Brake Repairman	☐ Mathematics
☐ Round House Foreman	☐ SALESMANSHIP
☐ Trainmen and Carmen	☐ ADVERTISING
☐ Railway Conductor	☐ Railway Mail Clerk
☐ MECHANICAL ENGINEER	☐ CIVIL SERVICE
☐ Mechanical Draftsman	☐ ELECTRICAL ENGINEER
☐ Machine Shop Practice	☐ Electrician
☐ Boiler Maker or Designer	☐ Electric Wiring
☐ Stationary Engineer	☐ Electric Lighting
☐ Gas Engine Operating	☐ Electric Railways
☐ CIVIL ENGINEER	☐ Telegraph Engineer
☐ Surveying and Mapping	☐ Telephone Work
☐ R. R. Constructing	☐ MINE FOREMAN OR ENG'R
☐ Bridge Engineer	☐ Metallurgist or Prospector
☐ ARCHITECT	☐ CHEMIST
☐ Architectural Draftsman	☐ AUTOMOBILE OPERATING
☐ Contractor and Builder	☐ Auto Repairing ☐ Spanish
☐ Structural Engineer	☐ Good English ☐ German
☐ Concrete Builder	☐ AGRICULTURE ☐ French
☐ TRAFFIC MANAGER	☐ Poultry Raising ☐ Italian

Name_____

Occupation & Employer_____

Street and No._____

City_____ State_____

well chosen words introduced the Rev. Gawthrop, who led in prayer. The song "America," led by Mrs. Lee Horton, the wife of a car inspector of the Monon Route, who volunteered her services, followed.

The Rev. Heitmyer was next introduced and in a short address gave a history of the "Stars and Stripes."

By invitation Robert L. Stroud, assisted by Joseph A. Burton, both veterans of the "sixties," raised the flag.

Mr. Stroud was selected for this service because of his long service with our Company.

Ernest E. Millman, who served for ten years in the British Navy and who is now stationed here as Sergeant Major in the Salvation Army, did his part in wrapping the flag, enfolding within several small flags which, when the flag was unfurled, floated in the air.

Special invitations were extended to the official staff, but because of business they were unable to be here.

The committee wishes to thank all who helped to make the affair a success.

Effective, July 1 C. A. Marshall was appointed assistant storekeeper at Cincinnati, vice E. A. Forbriger, resigned to accept service with another company.

Effective July 5 G. J. Cudd was appointed agent at Medora, Indiana, temporarily, vice O. O. Shortridge, granted leave of absence.

Washington Shops

Correspondent, C. J. Roch, *Shop Clerk*, Washington

We understand that labor foreman E. C. Bateman has a "For Sale" sign on his house. What is it you want to get rid of "Bate?" Is it the house or the ten pound baby girl that the stork brought on July 11?



THE ATTRACTIVE HOME OF FRANK E. LONG
Yard brakeman at Garrett, Ind., purchased through the Relief Department

E. G. Armstrong of Mr. Pryor's office, and his wife, recently visited the family of shop clerk C. J. Roch, at Washington, Indiana. Both were well pleased with our city.

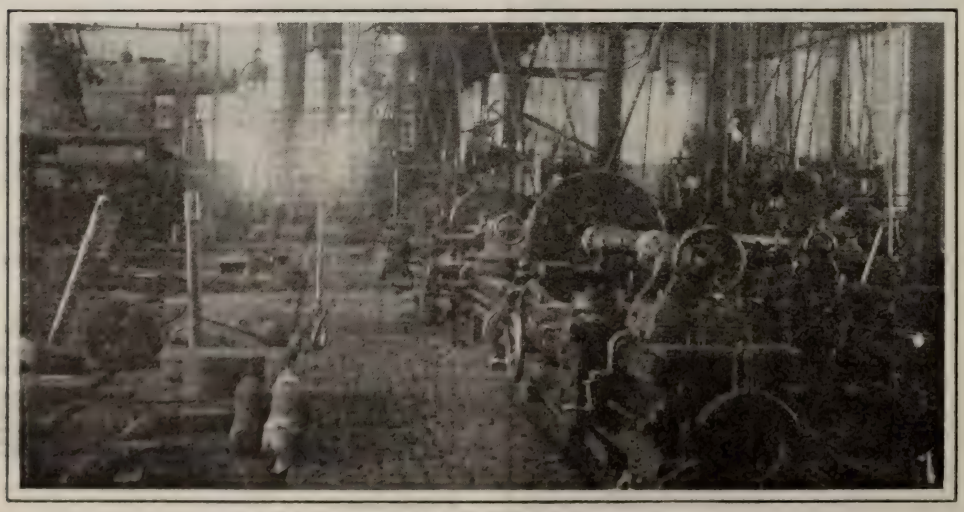
Because of the resignation of J. M. Conlin, A. W. Miller, machine gang foreman, has been promoted to machine and erecting shop foreman, and machinist H. J. Price, from the tool room, has been promoted to machine shop foreman. Congratulations and good luck to both.

Cincinnati Terminal

Correspondent, Joseph Beel, *Transportation Department*

Divisional Safety Committee

T. L. Terrant.....Chairman, Assistant Superintendent
J. Weidenweber.....Secretary
J. H. Meyers.....Trainmaster
C. H. Creager.....Road Foreman of Engines
L. A. Cordie.....Assistant Terminal Agent
A. J. Larrick.....Car Foreman
J. A. Tschuor.....General Foreman
G. A. Bowers.....General Foreman
T. Mahoney.....Supervisor



THE WASHINGTON, INDIANA, MACHINE SHOP

ROTATING MEMBERS

E. R. HOTTEL.....Machinist
H. W. KIRBERT.....Engineer
C. R. DOOLITTLE.....Yardmaster
G. HURDLE.....Inbound Foreman
R. H. SEARLS.....Claim Clerk
A. J. HEIRD.....Yardmaster

Illinois Division

Correspondent, C. D. RUSSELL, *Extra Train Dispatcher*, Flora, Ill.

Divisional Safety Committee

C. G. STEVENS.....Chairman, Superintendent
L. F. PRIEST.....Secretary, Secretary to Superintendent
K. S. PRITCHETT.....Trainmaster
J. W. ODUM.....Trainmaster
W. F. HARRIS.....Master Mechanic
F. HODAPP.....Road Foreman of Engines
C. E. HERTH.....Division Engineer
H. E. ORR.....Master Carpenter
C. S. WHITMORE.....Signal Supervisor
M. F. WYATT.....Supervisor
G. H. SINGER.....Agent, East St. Louis
C. S. MITCHELL.....Agent, Flora

ROTATING MEMBERS

H. W. CREAGER.....Engineer
L. R. PEEPLES.....Fireman
R. R. PARISH.....Conductor
N. MCDONALD.....Brakeman
J. W. WALKER.....Machinist
JNO. ROCHE.....Boilermaker
A. W. HENINGER.....Car Inspector
J. J. SHANNON.....Track Foreman

The accompanying picture is of the tin shop force at Washington. The men in the picture, reading from left to right are: Top row—"Joe" Yeager, pipefitter; A. Hook, pipefitter's helper; G. J. Wildridge, pipefitter's helper; F. W. Lucas, pipefitter; H. B. Jones, pipefitter; Herman Wellinger, pipefitter; T. Smith, moulder; William Birx, assistant T. C. & P. foreman; Bennie Hook, pipefitter; Louis Schlotter, pipefitter; H. L. Alberty, tinner; C. M. Connaughton, tinner; George Trowbridge, pipefitter's helper; W. A. Walker, moulder, and J. P. Weiland, shop hand. Second row—J. R. Queen, machinist; Felix Mangin, machinist; R. M. Stanford, machinist; J. J. Rose, T. C. & P. foreman; E. Grant, pipefitter's helper; J. F. Frederick, moulder; Henry Hesse, tinner; Henry H. Russell, laborer; Anthony Klee, machinist apprentice; Harvey Thomas, pipefitter's helper; O. A. Kempf, pipefitter; George Best, pipefitter's helper; C. Smith, pipefitter's helper; W. N. Trierweiler, pipefitter's helper; C. R. Davis, pipefitter and Zebo L. Dean, pipefitter.

Effective August 1, night roundhouse foreman G. W. Bultman was promoted to day roundhouse foreman, vice R. N. Kuhn, resigned, and Walter Mischler, assistant night roundhouse foreman, was promoted, vice Mr. Bultman. Both of them have our hearty congratulations and good wishes.

Janitor Garner recently visited Cincinnati with his family, and indications point to his squandering money, for he came back with a hair cut and a pair of new shoes.

J. J. Rose, Everett Ingle and Russell Isenogle recently went squirrel hunting. They surely must have cleaned up the locality, as no one has heard what they bagged.

Shop draftsman J. R. Minter and Mrs. Minter recently visited his brother John, an apprentice at the Washington Shops, who could not resist the call to arms. He was temporarily stationed at Fort Thomas, but was sent to Fort Benjamin Harrison Barracks.

The monthly Safety meetings held by machine and erecting shop foreman Miller and general car foreman Teed, are very interesting and we hope the foremen attending them will put forth their utmost efforts in the Safety movement.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

F. B. MITCHELL.....Chairman, Superintendent
R. W. BROWN.....Trainmaster
F. J. PARRISH.....Division Engineer
I. E. CLAYTON.....Division Operator
HARRY DRIVER.....Machinist
FRED IREY.....Road Engineer
F. MCKILLIPS.....Yard Conductor
P. K. PARTEE.....Secretary, Secretary to Superintendent



WASHINGTON TIN SHOP FORCE

FOX RAILROAD

AT OUR REGULAR RAILWAY DISCOUNT



We are making the same discount to Telegraph Operators, and to other Railway Employes, that we are offering to the various RAILWAY SYSTEMS—25% discount—with the additional concession of allowing payment to be made monthly if not convenient to pay all cash.

The price of the Fox Typewriter, with regular equipment, is $100.00, but our **Railway Discount** of 25% reduces this to $75.00.

Send any amount you can spare, from $5.00 up, as a first payment, and pay $5.00 monthly. 5% discount for all cash. If $10.00, or more, is sent with order **we will include free** a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

WHAT WE CLAIM FOR THE FOX

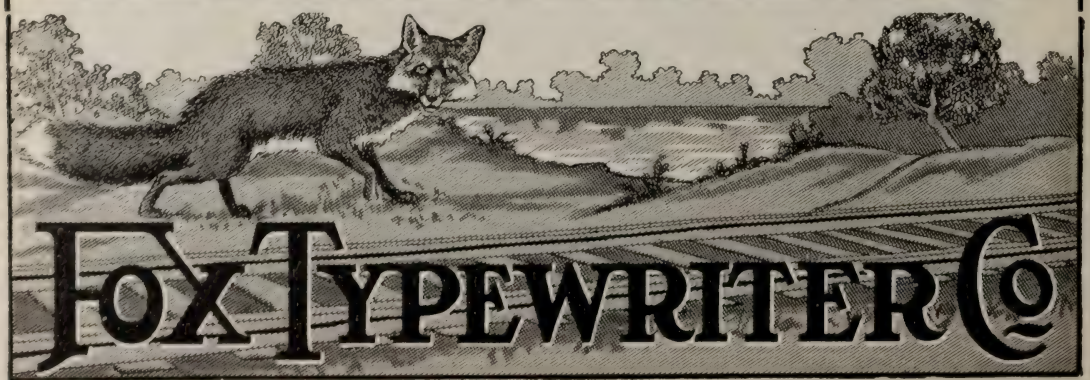
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in the Baltimore and Ohio Employes Magazine and a number of exclusive features of its own

The ordinary typewriter will not meet the requirements of the telegraph operator. Our New Fox Telegraphers' Model is a revelation in completeness, durability, ease of operation and special automatic features. It is fully Visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

The Famous Fox Telegraphers' Keyboard has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on other typewriters.

These typewriters are strictly new stock, up-to-the-minute in every detail, complete with telegraphers' keyboard, any size or style of type, shift or shiftless, rubber covers, two-color ribbons and are guaranteed for three years from date of purchase.

Please order direct from this offer, mentioning the Baltimore and Ohio Employes Magazine, and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



TYPEWRITERS

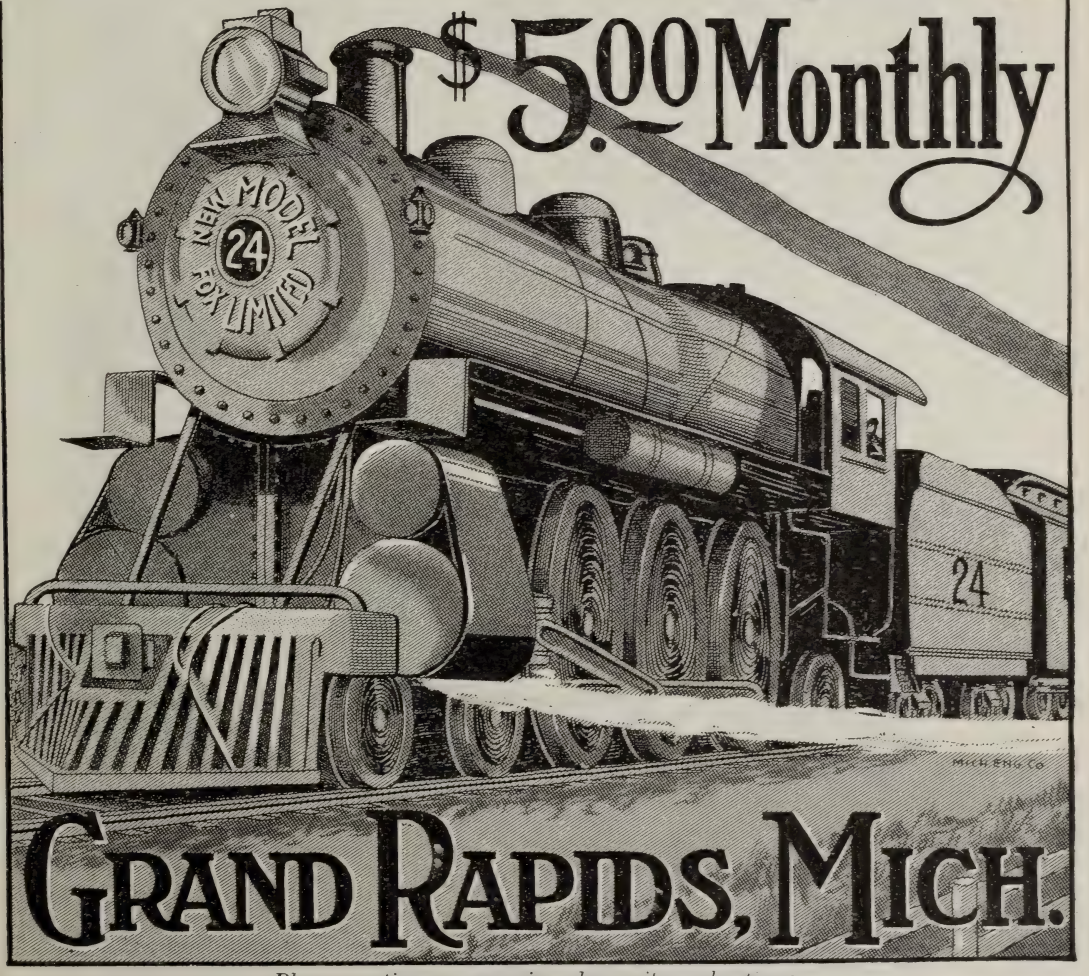
GUARANTEED 3 YEARS

$100

Highest Quality
in the World



$5.00 Monthly



GRAND RAPIDS, MICH.

Please mention our magazine when writing advertisers



ROSE MARIE

Granddaughter of Train Caller H. Klasing, Cincinnati Passenger Station

Elmer (Kaiser) Soehner, accountant in the Maintenance of Way Department, has taken a chance on the troublesome sea of matrimony. He was married to Miss Rose Westendorf on July 4. Their honeymoon was spent on the banks of the Detroit River.

Since "Art" McNamara, timekeeper in the superintendent's office, bought his new flivver he has been having quite a case and experiencing considerable trouble in evading the girls.

Numbered among the recent benedicts was Lawrence O'Connel, timekeeper in the superintendent's office. He and Miss Pansy Heavilin were quietly married on June 24. Best wishes for his future happiness.

Miss Margaret O'Connor, formerly clerk to the road foreman of engines, has been promoted to stenographer in the superintendent's office.

A. C. Bushawa, operator at DY office, has returned from a brief vacation spent in Wanchula, Florida. From what "Bush" says there is no place like Florida.

Frank Hudson, formerly employed as yard clerk at North Dayton, has been promoted to assistant accountant in the superintendent's office, succeeding Clyde Townsend, who has answered the country's call for soldiers.

Arthur Zinsmeister, stenographer in the master mechanic's office, has decided that two can live as economically as one, and will take unto himself a wife. The lucky girl is Miss Cora Holthouse, of Cincinnati and Newport, Ky. Best wishes, "Art."

Several of the boys in the Dayton offices have entered government service and their positions have been filled by young ladies. In the agent's office Miss Margaret O'Neil, invoice clerk, has been promoted to assistant report clerk, and Miss Eleanor Cogan, invoice clerk, promoted to bill clerk. Their positions are being filled by the Misses Margaret Cogan and Martha Hurley.

Effective August 1 Charles N. Caldwell was appointed division accountant, with headquarters at Dayton.

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

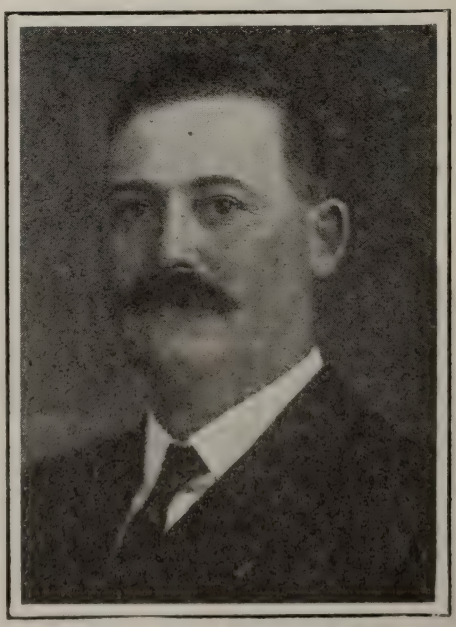
Divisional Safety Committee

H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Supervisor M. & W. Department
D. W. BLANKENSHIP.....Section Foreman
S. H. JOHNSON.....Engineer
E. E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

Goggles Save Eyesight

The supreme need for metal workers to wear goggles was demonstrated recently when the goggles protecting the eyes of an employe of the American Bridge Company were splattered with red-hot metal. At the time he was engaged in pouring Babbitt metal, a most hazardous task, to which he had been transferred but a few days before. Even though his eyes were saved by the goggles, his cheeks and forehead were severely burned by the flying particles.

GEORGE F. PAUL.

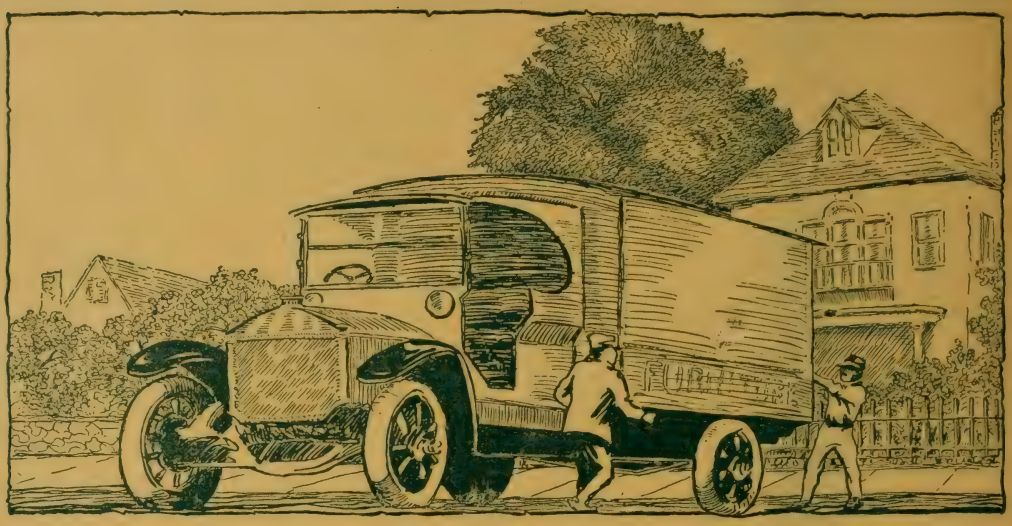


SECTION FOREMAN CHARLES HUNT

Baltimore & Ohio Employes Magazine



September, 1917



Don't be Always Moving On!

¶ It is the lot of some people to be always moving on. They get settled in a rented house just long enough to get the carpets down and the pictures hung on the wall, then the owner serves notice that he wants to use the house, and then they move on.

¶ Should you not keep in mind the solid pleasure of owning your own home? A home in which no one but yourself or your family would have an interest?

¶ Instead of paying rent to the other fellow and having to move on when he wanted to use the house, you would be paying on a home from which no one could make you move. A home which would be yours.

Write to "Division S," Baltimore and Ohio Relief Department, Baltimore, Md., and learn just how the Savings Feature of that department will help you to purchase a home from which the expiration of a lease cannot make you move

The Department has properties at the following points along the line of road, which may be purchased on the monthly rental plan

Baltimore, Md.
Belington, W. Va.
Chicago Junction, Ohio.
Flora, Ill.
Garrett, Indiana.
Garrett, Penna.
Grafton, W. Va.
Louisville, Ky.
McMechen, W. Va.
Midland City, Ohio.
Newark, Ohio.
St. Joe, Ind.
Weston, W. Va.
Zanesville, Ohio

Let This Man Increase Your Efficiency In TRAFFIC WORK



NORMAN D. CHAPIN

Over 25,000

ambitious men in all lines of railroad and industrial traffic work, throughout the United States, have benefited through membership in our Department of Interstate Commerce and Railway traffic. More than

$150,000

has been expended by our institution in organizing and perfecting the training and service rendered members of this department, which is now under the direct, personal supervision of

MR. N. D. CHAPIN

Formerly Chief of Tariff Bureau, New York Central Lines

Mr Chapin has been engaged to devote his entire time to this work, and is assisted by a selected corps of railroad and industrial traffic experts, together with an organization of more than 300 people.

LaSalle Training Fully Recognized

The LaSalle Course in Interstate Commerce and Railway Traffic is now fully recognized by the country's greatest traffic authorities as the highest type of traffic training now available. It has been adopted as representing the highest standard of technical training, information and practice, in the matter of Interstate Commerce, railway and industrial management, in important traffic centers and is approved by many trunk railroads, such as the following:

Baltimore & Ohio R. R., Louisville & Nashville R.R.
Cumberland Valley R. R., Erie R. R.
Pennsylvania Lines West

The course is a complete, up-to-date, and thoroughly practical system of training, covering all phases of modern traffic operations. It is a "100 man power" course, conducted by thoroughly qualified traffic experts who have risen from the ranks. No other course compares with it. Should not be confused with so-called traffic clubs or traffic associations. Hundreds of men are now holding big positions and drawing greatly increased salaries as a direct result of LaSalle training and service.

A few of the many LaSalle Students Now Industrial Traffic Managers: W. S. Epply, Traffic Manager, Hammermill Paper Co., Erie, Pa.; T. J. Bennett, Traffic Manager, American Steel Foundries, Chicago; P. D. Siverd, Traffic Mgr., The Garland Corp., Pittsburg; R. P. Muller, Traffic Mgr., U. S. Light and Heating Co., Niagara Falls, N. Y.; J. D. Quinn, Traffic Mgr., Franklin Steel Works, Franklin, Pa.; Thos. S. Barry, Traffic Mgr. for the Pawtucket Board of Trade, Pawtucket, R. I.; Seth Tate, Traffic Mgr., Higginbotham, Bailey-Logan Co., Dallas, Texas; K. L. Crickman, Traffic Mgr., Great Western Smelting & Refining Co., St. Louis; Alex. Denholm, Traffic Mgr., The Lakewood Engineering Co., Cleveland; R. H. Culbertson, Traffic Mgr., Seattle Construction & Dry Dock Co., Seattle, Wash.

Read This Letter From A Well Known Traffic Official

"If the information in the inclosed clipping (referring to Mr. Chapin's appointment as head of the department of Interstate Commerce and Railway Traffic) from "The Pittsburgh Dispatch" today is correct, I wish to extend sincere congratulations to yourself and the University in the selection of Mr. N. D. Chapin for the position mentioned. I consider Mr. Chapin not only one of the best-informed rate and tariff men in the country, but also possessed of all the necessary personal qualifications to engage successfully in the good work of your University.
F. S. DAVIS,
Gen'l Western Freight and Passenger Agent,
N. Y., N. H. & H. R. R.

Other Prominent Railroad Men Endorse LaSalle Training

"Your enterprise has my entire approval."
E. P. RIPLEY, Pres.,
Santa Fe Ry.

"I unhesitatingly recommend your course to anyone."
H. J. STEEPLE, Gen'l Agt.
Erie Railroad.

"I have no hesitancy in saying that any student taking the course and diligently and studiously applying himself to the task of absorbing the information, cannot help being benefited and his efficiency will be increased.'
W. H. PAXTON, Gen'l Frt. Agt.,
Southern Ry., Atlanta, Ga.

Among others who endorse our course are: E. T. Campbell, Gen'l Traffic Mgr., Erie Railroad; James Webster, Ass't Freight Traffic Manager., N. Y. C. Lines; R. H. Drake, Division Freight Agent, American Can Co.; etc., etc.

Faculty

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Formerly Chief of Tariff Bureau of the New York Central Railroad and West Shore Railroad.

R. E. Riley
Formerly Instructor in Railway Transportation at Y. M. C. A., New York City; formerly with the I. C. R. R., N. Y. C. Lines, C. N. O. & T. P. Ry., C. H. & D. Ry., and B. & O. S. W. R. R., and S. P. Co.—Atlantic Steamship Lines.

G. F. Falley, A. B.
Formerly General Freight and Passenger Agent of the B. & N. W. Railway.

John P. Curran, LL.B.
Central Freight Association; formerly with Southwestern Tariff Committee, St. Louis.

F. R. Garrison
Chief Clerk, Central Freight Association; formerly with L. E. & W. R. R., C. H. & D. Ry., and G. R. & I. Ry.

J. W. Harnach
Formerly with C. M. St. P. Ry., and Chicago Great Western R. R.

L. E. O'Brien, Ph. B.
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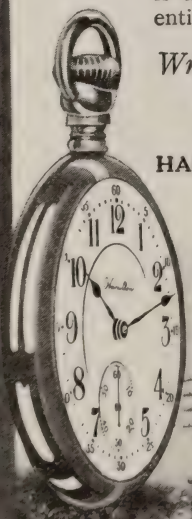
No railroad man who has purchased a Hamilton Watch need ever fear that railroad improvements will force him to buy another watch.

Hamiltons are made to keep accurate time—railroad time—under any conditions. No railroad changes can affect the Hamilton's time-keeping qualities.

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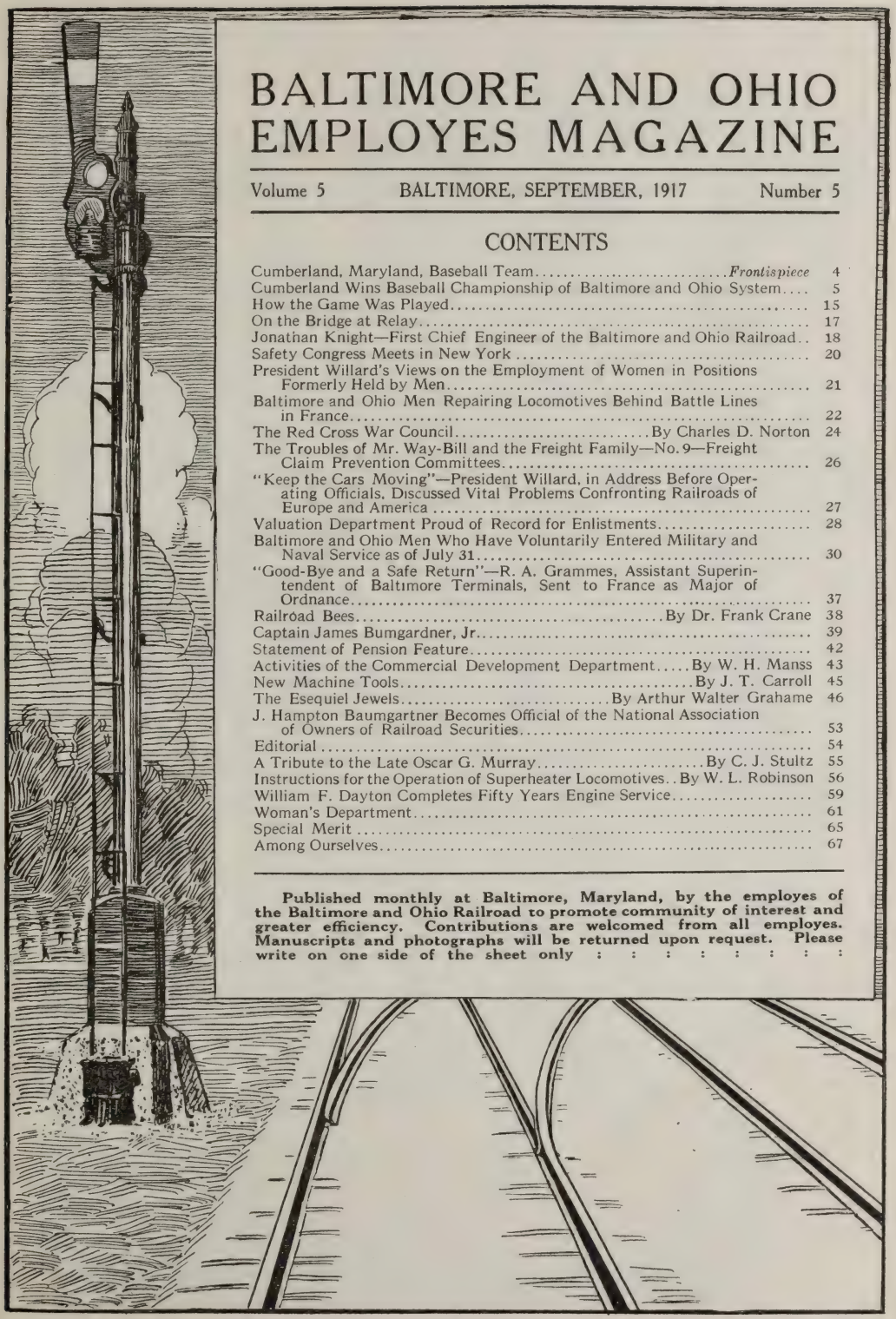


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HAMILTON WATCH COMPANY Dept. 25 Lancaster, Pennsylvania

Passenger train being drawn by an electric locomotive on the Chicago, Milwaukee & St. Paul Railway



BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, SEPTEMBER, 1917 Number 5

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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only : : : : : : : :



CUMBERLAND, MARYLAND, BASEBALL TEAM—1917 CHAMPIONS OF THE BALTIMORE AND OHIO SYSTEM

Cumberland Wins Baseball Championship of Baltimore and Ohio System

Brilliant Playing Thrills Thousands at Homewood Field on Labor Day

FOUR thousand fans, employes of the Baltimore and Ohio Railroad, journeyed to Homewood Field, Johns Hopkins University, Baltimore, on the afternoon of Labor Day, September 3, to see a championship game of baseball. And they did. For two hours they witnessed one of the cleanest contests ever staged on a field of sport.

The Cumberland nine, pride and conquerors of lines east, and the Garrett team, the hope and champions of lines west, gamely fought for the honor of capturing the championship of the Baltimore and Ohio System. Cumberland won by a score of 5 to 1. Superior playing gave them the game. Garrett, however, put up a brand of baseball for which no apology is due, and when their colors were lowered every man accepted defeat in true sportsmanship style.

The big game was a fitting climax to the second season of System-wide athletic competition. Months ago fifty-one baseball teams were organized along the Baltimore and Ohio lines, under the direction of our Welfare Bureau. Through a series of elimination contests between teams on each division separately, then in each district separately, and finally on lines east and lines west separately the best nine of each of the latter was revealed —Cumberland and Garrett.

Accompanied by many rooters from their respective sections the teams arrived at Baltimore on Sunday. They came to the city as guests of the management. Special arrangements were made for their comfort and the rest preceding the contest proved refreshing. Early Monday, the day of the game, hundreds of fans began to arrive from all points. Practically every division was represented when the players trotted out on the field.

Before going to Homewood they met in the committee room on the fifth floor of the Baltimore and Ohio Building, where Dr. E. M. Parlett, chief of the Welfare Bureau, gave a "heart-to-heart" talk. After congratulating the players on having won the championship of their respective lines, he thanked them for the support they gave the management and the Welfare Bureau in promoting healthy sport and reducing and preventing disease. He briefly outlined the objects of the Welfare Bureau, and urged that in the final contest of the season the men live up to their record for clean sport.

Then the players boarded two sightseeing automobiles which fell in behind another machine loaded with members of the Mount Clare Band. At a signal from leader Henry H. Freeman a lively air was started, the crowd at Baltimore and Charles Streets cheered, and the trip to the ball field began.

Meantime committees named by John T. Broderick, supervisor of special bureaus, and Dr. Parlett were busy at the grounds. The executive committee was composed of H. A. Beaumont, general foreman of car department; M. J. Doyle, chief clerk to general superintendent; J. W. Spurrier, and J. David Cordel, auditor of merchandise receipts' office, and C. J. Speddin, auditor of coal and coke receipts' office. J. E. Riley and Harold S. Beyerly acted as aides. On

the general committee were L. J. Kelley and E. J. Schneider, auditor of merchandise receipts' office; A. H. Link, supervisor; B. C. Tracy, electric welding department; W. H. Brauer, A. H. Lehman and Walter Stockett, auditor of coal and coke receipts' office, and H. H. Cox, auditor of disbursements' office.

These hustlers saw to it that a Blue Line wagon, which left the general offices shortly after ten o'clock, was loaded with baseballs, bats, gloves and other paraphernalia, as well as decorations loaned for the occasion by C. M. Heany, superintendent of buildings.

Arriving at the grounds they directed the marking of the diamond—the teams played on a grass oval—placing of drinking water for the convenience of both teams, seating arrangements for officials and guests, and the decorating of stands. American flags, Maryland flags and the colors of the City of Baltimore were placed on the stand reserved for the official party. A Baltimore and Ohio flag was run up on the grandstand pole and from the tall spar on the oval "Old Glory" was flung to the breeze. Drs. Nance and Swinesberg, Company physicians, arrived and prepared to do their "bit." All they did was watch the contest—not a call for medical aid was made.

Then the teams, after traveling out Charles Street, arrived. Along the route hundreds were attracted by their songs and the signs hanging from the machines telling of the great event soon to follow. Sharp practice was indulged in, pitchers warmed up, the movie man unlimbered his machine, fans came in numbers on special cars provided by the United Railway, and all was ready when the official party arrived.

Vice-president Thompson, accompanied by Mayor James H. Preston, of Baltimore; James S. Murray, assistant to President Willard; George H. Campbell, assistant to President Willard; R. N. Begien, general manager, and John T. Broderick, supervisor of special bureaus, were welcomed by a committee composed of Dr. Parlett, F. E. Blaser, general superintendent, J. H. Jackson, superintendent of Chicago Division, and W. E. Lowes, assistant general passenger agent.



CITIZENS—RAILROADERS—FANS



GARRETT, INDIANA, TEAM—PRIDE OF LINES WEST

President Willard, vice-president Davis, general manager Galloway, G. D. Brooke, superintendent of the Cumberland Division, and other officers were unable to attend owing to the pressure of urgent business created by the war.

As the officers and guests passed to the grandstand they were joined by C. S. Wight, general freight representative; Archibald Fries, freight traffic manager; O. P. McCarty, passenger traffic manager; J. J. Ekin, general auditor; H. A. Lane, chief engineer; W. B. Calloway, general passenger agent; J. R. Kearney, general superintendent of transportation; C. W. Egan, general claim agent; G. F. Malone, superintendent of car service; George H. Pryor, auditor of disbursements; W. D. Owens, auditor of subsidiary lines; C. C. Glessner, auditor of freight claims; J. L. Hayes, commercial freight agent; W. S. Bouton, engineer of bridges; L. D. Davis, supervisor of scales and weighing; S. W. Hill, assistant auditor of disbursements; J. E. Teal, chief of utilization of equipment bureau; F. X. Milholland, chief clerk to vice-president Shriver; T. E. Stacy, secretary of Baltimore and Ohio Railroad Y. M. C. A. at Riverside, and others.



EAST MEETS WEST
Mayor PRESTON, of Baltimore, and J. H. JACKSON, Superintendent of Chicago Division, say "Howdy"

Mrs. Campbell, Mrs. C. W. Galloway and Mrs. Malone occupied seats in the official stand. F. R. Lindsay, superintendent of Wells Fargo and Company Express; J. Hampton Baumgartner, former publicity representative of the Company, and Mrs. Baumgartner were among the guests.

Following the reception the Mount Clare Band and both teams formed in line and marched across the field. R. R. Jenkins, Y. M. C. A. secretary at Chicago



BEFORE THE GAME—THE TEAMS MARCHED LIKE VETERANS ACROSS THE FIELD

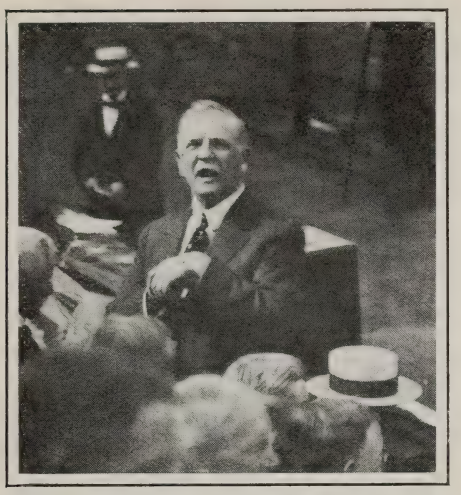
Junction, Ohio, and chief rooter for Garrett, carrying a large American flag led the procession. At the north end of the oval the marchers faced the grandstand and walked to the center. At a signal from leader Freeman they halted. In true military fashion they saluted the official party.

Then the band struck up "The Star-Spangled Banner," and players and fans stood with uncovered heads. It was an imposing sight. While the visitors were about to engage in a friendly battle for honors they had not, even for the time being, lost sight of the great struggle for world-wide democracy our country is now engaged in.



THE STAR-SPANGLED BANNER

Players and Fans stood with uncovered heads when the Mount Clare Band played our National Anthem



MAYOR JAMES H. PRESTON
Baltimore's Chief Executive welcomed the visitors and paid a fine tribute to the Baltimore and Ohio Railroad

Mayor James H. Preston, of Baltimore was introduced by Mr. Thompson. He said:

Ladies and Gentlemen:

"The occasion does not lend itself to an extended speech, but before throwing out the ball for the game, I desire to take advantage of the opportunity of welcoming the visitors who have come to Baltimore from all parts of the country to witness this culminating game between the victorious teams of the Baltimore and Ohio Railroad.

"This contest is the result of the season's competition in baseball between the Baltimore and Ohio Railroad Company's teams. There were fifty-one ball teams on the line of the Baltimore and Ohio during the present season in competition for these cups and they have finally, by match games, been reduced to the present contestants, Garrett winning in its division and Cumberland winning in its division, and now Garrett and Cumberland are meeting to determine the supremacy between all of the teams of the Baltimore and Ohio Railroad System.

"Progressive railroad corporations are taking more and more interest in the welfare and private life of their employes, and the Baltimore and Ohio, one of the most progressive roads of the country, has taken an advanced step in what may be called a portion of their social service work.

"Under the leadership of Mr. Daniel Willard, and under the direction and departmental control of Mr. J. M. Davis, vice-president, the Baltimore and Ohio has in the past year increased its activities looking to the entertainment, comfort, pleasure and happiness of its employes.

"In addition to the ball teams in the summer, bowling teams are encouraged and provided for in the winter and trap



GEORGE H. CAMPBELL, Assistant to President, and MRS. CAMPBELL



W. E. LOWES, Assistant General Passenger Agent, and J. J. EKIN, General Auditor

shooting in the spring. Rest rooms are provided all over the System, moving pictures and lectures are held at stated intervals for the benefit of the employes and their families, and the development of a Christian character is encouraged by a stimulation of the Y. M. C. A. work and the furnishing of beds, meals and baths in connection with this adds a physical value to the Christian training.

"In addition to this, music is encouraged and brass bands have been established and are taught at the expense of the railroad, and definite hours are allotted, which are a part of the railroad's time and at the expense of the railroad, for practicing music, bowling and baseball.

"It may be safe to state that by the direct appropriation of the Baltimore and Ohio Railroad Company and the loss of time for which the railroad pays, that not less than $100,000.00 is spent first and last in this most admirable work.

"It seems a most admirable movement on the part of the management of the Baltimore and Ohio to foster this spirit of sport and open air contests. Indeed, it is an important part of the public welfare work of this corporation to encourage a healthy body and a healthy mind by athletic contests such as we witness today. It is a tribute to the broader cooperation and railroad philanthropy that such occasions as this have developed in the railroad world.



G. F. MALONE, Superintendent of Car Service, and MISS MALONE



O. P. McCARTY, Passenger Traffic Manager, and W. B. CALLOWAY, General Passenger Agent

"The importance of the Baltimore and Ohio to Baltimore requires something more than a casual acknowledgment of the value of a great railroad to our great city.

"We regard the Baltimore and Ohio as distinctly Baltimore's railroad. Its greatest terminus is here, its main offices and organization are located here, its president, vice-presidents and official life are in Baltimore and its 9,000 employes give it a greater civic importance and a greater municipal and business value than exists in any other railroad with which I am familiar.

"Added to this, the Baltimore and Ohio was begun in Baltimore. It was the first railroad in this country, and it is still a progressive public spirited contribution to Baltimore's development and growth.

"Mr. Daniel Willard, your great president, is engaged upon the wide campaign of a national patriotic effort to win the war, and on Mr. Thompson, Mr. Shriver and Mr. Davis, the three vice-presidents, and the other members of the Baltimore and Ohio organization, depends the operation of this great road.

"My official duties have thrown me closely in connection with Mr. A. W. Thompson, who today presents a cup to the winner of this contest.

"Mr. Thompson is regarded by the knowing ones of the country as one of the brightest lights in the railroad world. His youth, enthusiasm, ability and conscientious devotion to his duties and to the public welfare has insured even a greater and a wider future for him, I believe, and so, too, with Mr. Davis and Mr. Shriver, his associates in the vice-presidency.

"I think it speaks well for the future of the Baltimore and Ohio that it has these young men holding up the hands of your great president and carrying on his duties while Mr. Willard is giving his time up to the national welfare in assisting the President of the United States in the present national emergency.

"No more fitting selection could have been made in the whole United States than that of Mr. Daniel Willard. No more knowing railroad man could accept, control and handle the enormous burden thrown on the railroads so well as Mr. Willard, and we in Baltimore are proud of him and his associates in the Baltimore and Ohio.

"The beautiful silver cups which are presented today by Mr. Thompson and Mr. Davis are indicative of the attitude which these gentlemen hold for these athletic contests. Their presence today also shows their interest in the recreations of their men, and my presence is expressive in a small way of the high value and appreciation which we in Bal-



THE GARRETT END OF THE STAND IN THE SIXTH INNING
Jack scored on Sweeney's grounder and "Railroad" Jenkins, Y. M. C. A. Secretary at Chicago Junction, led the cheering

timore have for our great railroad, its officers and employes.

"I hope for Mr. Willard, Mr. Thompson, Mr. Shriver, Mr. Davis and for you and your great railroad, unlimited success and prosperity, and I welcome the visitors to Baltimore."

Hearty applause was given the mayor, who took a new ball and threw it out. At last the great moment had arrived. A coin was tossed and Cumberland won, choosing the field. Umpire Brockman, in a voice that could be heard for blocks, announced the batteries and the game was on. An account of the contest, play by play, will be found on page 15.

For five innings, during which the teams played like old-timers, either failed to score. Then in the sixth Garrett broke the ice. "Railroad" Jenkins and the Garrett rooters, numbering several hundred, went wild with joy. The picture at bottom of page 11 tells the story.

Soon came Cumberland's revenge, when Gruber drove out a clean home run in the same inning. As he started for first base, hundreds jumped to their feet. By the time he reached the third sack the Cumberland people were shouting like Indians, and when he crossed the home plate—see picture below.

In the second half of the eighth inning Cumberland clinched the game by scoring four more runs. Pitcher Jack of Garrett retired, having met his first defeat of the season—he pitched sixteen games in the Baltimore and Ohio League.

With the last hand out the players lined up in front of the grandstand. The band played "Indiana" and "Maryland, My Maryland." Then the Garrett team gave three cheers for Cumberland and the latter responded. Winners and losers shook hands. Mr. Thompson then made the presentation address. He said:

Ladies, Gentlemen and Fellow Employes of the Baltimore and Ohio Railroad:

"Before presenting these trophies to the winning team of the Baltimore and Ohio Baseball League, it is my desire first to express Mr. Willard's regret that, because of pressing duties in connection with the splendid patriotic work in which he is engaged at Washington, it will be impossible for him to be with us today.



CUMBERLAND ROOTERS WHEN GRUBER MADE A HOME RUN
It tied the score and caused "The Gentleman from Indiana" (in lower right corner) several sad moments



"THREE CHEERS FOR PRESIDENT WILLARD"
Vice-president Thompson proposed 'em and the crowd responded—with a "tiger"

"It is through his efforts to create for the employes of the Baltimore and Ohio better working conditions and more comfortable surroundings that the fifty-one baseball teams were made possible, and which are the result of coordination and effort on the part of our officers and employes.

"His important work in connection with the Council of National Defense prevented him from being with us on this occasion. As you all realize, of course, it is necessary to develop greater efficiency and render greater railroad service in order to carry the war to a quick and successful conclusion. Victory in the great struggle in which we are engaged depends largely on the power, intelligence and speed of the railroads; upon their ability to produce faster and better service than ever before in order that the country may carry on an efficient warfare. The President of the United States and the cabinet officers are depending in a large measure upon Mr. Willard for successful results, and he in turn is looking to his officers and employes to give such cooperation and service as will win this war for humanity and civilization. It is now a fitting time to give three cheers for our president, Mr. Daniel Willard."

The crowd was up in an instant. Three times they cheered and added a "tiger."

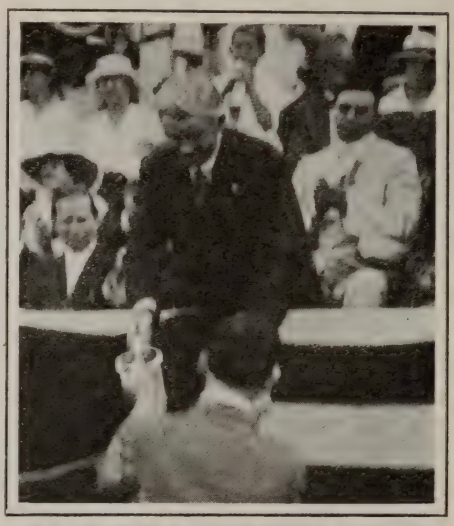
"We have just witnessed efficient team work in the great American game," continued Mr. Thompson. "Through this same character of team work in our daily tasks we will produce the results that will assist in winning the war and reflect great credit upon us as loyal, patriotic citizens of the United States as well as employes of the railroads that are carrying on a most important work at this time.

"I feel it is unnecessary to add to what his Honor, Mayor Preston, has already said in regard to the splendid work accomplished by the Welfare Bureau of our railroad, but I do want to take advantage of this occasion to express appreciation of the officers and employes of the Baltimore and Ohio for the friendship of the Mayor of Baltimore and his unselfish interest in our welfare.

"The marvelous success of this welfare work is due in a great measure to the efforts of Mr. John T. Broderick and Dr. E. M. Parlett. Of course, without your interest and splendid cooperation their efforts would have been fruitless. It is most gratifying, indeed, to witness the good fellowship and friendly rivalry which exists among our employes as was evident in this contest today.

"It is my privilege and a great pleasure to present for Mr. Davis his Challenge Cup, as he is on the line of road engaged in very important work in connection with the movement of war material and which makes it impossible for him to be present at the game. Mr. Galloway is also 'doing his bit' today in connection with the movement of supplies for the different cantonments, which it is necessary to complete within a short time."

Mr. Thompson, turning to the Cumberland and Garrett baseball teams, who were standing before the grandstand said: "Teams of Cumberland and Garrett. Today's exhibition was a great accomplishment for both of you; first, because of your ability throughout the season to maintain the first position in your respective territories, and secondly, to take part in the final championship game on Homewood Field, the use of which was extended through the courtesy of Johns Hopkins University. We are all proud of you and I want to congratulate you on behalf of the Baltimore and Ohio and its employes. Both teams could not win this contest, but you have put forth splendid efforts and have indicated what determination, team work and good fellowship can do. Team of Garrett, I congratulate you on your sportsmanlike qualities in giving three cheers in such a sincere manner for the winning team, Cumberland. Manager McGinn of the Cumberland baseball team, it is an honor and pleasure to present to you the challenge cups of the vice-presidents of this Company as trophies of your victory. Your team work has been magnificent, and may you, in your daily work, show this same character of team work, which means so much to the railroad and our country in this present crisis."



MR. THOMPSON PRESENTING CUPS TO MANAGER McGINN

Manager McGinn, of the Cumberland team stepped forward and was handed the Thompson Cup, which becomes the property of the team capturing it three years consecutively, and the Davis Cup, offered to the team winning the 1917 championship. Cumberland having won the game will retain the trophy.

Later in the day Dr. Parlett, on behalf of the Welfare Bureau, presented individual rose gold watch fobs to the members of the winning team.



How the Game Was Played

First Inning

GARRETT—Jack struck out. Beck threw out Weaver. Sweeney doubled down right field foul line and Mies was thrown out by Fike.—No runs, one hit, no errors.

CUMBERLAND—Shaffer drew a pass. Kirby beat out a bunt. Jack handled Fazenbaker's bunt and forced Shaffer at third. Kirby and Fazenbaker worked the double steal. Gruber fanned and Montgomery flied to Kline.—No runs, one hit, no errors.

Second Inning

GARRETT—Montgomery dropped Hiatt's third strike, but threw him out at first. Fazenbaker made a dandy catch of Kline's liner. "Fazzie" then threw out Hersch.—No runs, no hits, no errors.

CUMBERLAND.—Strieff made a splendid catch of Beck's foul. Offutt was hit. Spearman whiffed and Fike flied to Hersch.—No hits, no runs, no errors.



CAUGHT OFF FIRST

Montgomery's throw to Gruber, in the fourth, benched Sweeney

Third Inning

GARRETT—Strieff flied to Offutt and Comesky did the Casey act. So did Jack.—No runs, no hits, no errors.

CUMBERLAND.—Sweeney tossed out Shaffer. Weaver booted Kirby's grounder. Strieff caught Fazenbaker's foul and Gruber fanned.—No runs, no hits, one error.

Fourth Inning

GARRETT—Weaver was taken care of by the Beck-Gruber route. Sweeney singled to center. He was caught off first, Montgomery to Gruber. Mies hit to left and Beck handled Hiatt's grasser.—No runs, two hits, no errors.

CUMBERLAND—Jack threw out Montgomery. Beck missed three. Offutt connected safely and made third when Spearman also got a hit. Fike then was thrown out by Hiatt.—No runs, two hits, no errors.

Fifth Inning

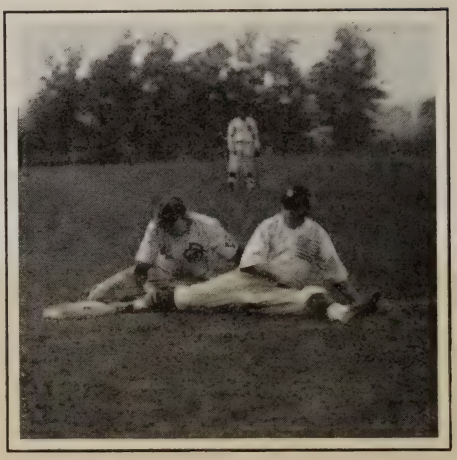
GARRETT—Kline lined to Shaffer. Fazenbaker took care of Hersch's grounder and Gruber caught Strieff's fly.—No runs, no hits, no errors.

CUMBERLAND—Shaffer hit to center. Kirby fanned and then Fazenbaker hit into a double play, Hiatt to Mies.—No runs, one hit, no errors.

Sixth Inning

GARRETT—Fike hit Comesky in the back throwing his grounder to first. Jack beat out a bunt to Fike. Weaver's attempted bunt was handled by Kirby, whose throw caught Comesky at third. It was a brilliant play. Fike then made a balk toward second and Jack went to third and Weaver to second. Sweeney rolled a grounder toward third and Fike tried to catch Jack at home, but the throw was too late. Weaver took the hot corner on the play. On an attempted double steal Weaver was out, Montgomery to Fazenbaker to Montgomery. Mies then lined to Spearman.—One run, one hit, one error.

CUMBERLAND—Gruber, who had fanned the first two times at bat, landed on the third pitch for a home run. The ball went on a line to deep center. Sweeney tossed out Montgomery and Beck fanned. So did Offutt, but Strieff dropped the leather and was forced to make the throw to first.—One run, one hit, no errors.

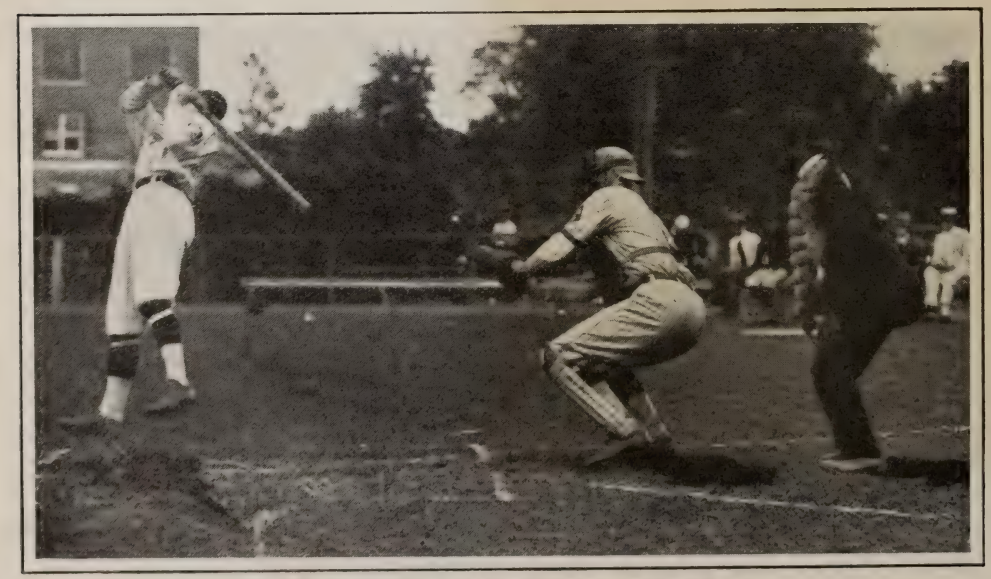


END OF A BRILLIANT PLAY
Comesky out at third, in the sixth, when Kirby grabbed Weaver's attempted bunt

Seventh Inning

GARRETT—Hiatt fouled to Montgomery. Kline made a hit and Hersch singled to right. Gruber took care of Strieff and Beck threw out Comesky.—No runs, two hits, no errors.

CUMBERLAND—Spearman was thrown out by Hiatt. Fike fouled to Strieff and Shaffer went back to the water bucket, via the strike out route.—No runs, no hits, no errors.



JACK, GARRETT'S STAR PITCHER, AT THE BAT
"Lefty" Fike sent in a close one, forcing rival twirler to do a "Safety First" stunt

Eighth Inning

GARRETT—Fike made an error on Jack's grounder by throwing to right field. Jack tried to reach third and was out, Gruber to Kirby. Kirby threw out Weaver and Sweeney was out, Fazenbaker to Gruber.—No runs, no hits, one error.

CUMBERLAND—Kirby was hit. Fazenbaker tripled to right, Kirby scoring. Gruber drove "Fazzie" home. Montgomery walked and Beck was hit by Jack. Jack then went to right field and Palmer took up the pitching. Offutt hit to Weaver and Strieff dropped the throw home, Gruber and Montgomery scoring. Spearman grounded to Palmer and Beck was caught at home. Fike also gave Palmer another chance and Offutt was out at home, Sweeney figuring in the play. Shaffer was thrown out by Hiatt, ending the inning in which the side batted around.—Four runs, two hits, one error.

Ninth Inning

GARRETT—Kirby tossed out Mies and Beck took care of Hiatt, via the first route. Kline hit to right, but Beck threw out Hersch, giving Cumberland the championship.—No runs, one hit, no errors.

GARRETT.	AB	R	BH	PO	A	E
Jack, p	4	1	1	0	2	0
Weaver, ss	4	0	0	0	1	1
Sweeney, 3d	4	0	2	1	2	0
Mies, 1b	4	0	1	8	0	0
Hiatt, 2b	4	0	0	1	4	0
Kline, cf	4	0	2	1	0	0
Hersch, lf	4	0	1	1	0	0
Strieff, c	3	0	0	12	2	1
Comesky, rf	3	0	0	0	0	0
Palmer, p	0	0	0	0	2	0
Totals	34	1	7	24	13	2

CUMBERLAND.	AB	R	BH	PO	A	E
Shaffer, rf	4	0	1	1	0	0
Kirby, 3b	3	1	1	1	3	0
Fazenbaker, ss	4	1	1	2	4	0
Gruber, 1b	4	2	2	16	1	0
Montgomery, c	3	1	0	5	3	0
Beck, 2b	3	0	0	0	6	0
Offutt, cf	3	0	1	1	0	0
Spearman, lf	4	0	1	1	0	0
Fike, p	4	0	0	0	1	2
Totals	32	5	7	27	18	2

										R	H	E
Garrett	0	0	0	0	0	1	0	0	0	—1	7	2
Cumberland	0	0	0	0	0	1	0	4	x	—5	7	2

Two-base hit—Sweeney. Three-base hit—Fazenbaker. Home run—Gruber. Stolen bases—Kirby, Fazenbaker, Spearman, Sweeney. Double plays—Hiatt to Mies. First base on errors—Cumberland, 2; Garrett, 2. Bases on balls—by Jack, 2. Batters hit—by Jack (Offutt, Kirby, Beck). Balk—Fike. Struck out—Fike, 4; Jack, 8. Left on bases—Cumberland, 8; Garrett, 6. Time of game—two hours. Umpires—Seipple and Brockman.

On the Bridge at Relay

"HALT!" yelped the sentry, "Who goes there?" The plump little lady halted. "Mrs. Henrietta Louisa Pigg," she replied. The sentry snickered. "Advance, Mrs. Pigg, and be recognized," then as she approached, "What have you in your basket?" She fished a paper from the overflowing basket and began to read: "Two pounds of smoked sausage, one leg of lamb with the bone removed, one shad, one pound of lard." "All right," exclaimed the sentry hastily. "One pound of coffee ground fine," she read on, "one head of cabbage, one pound of Sweitzer cheese"—"It's all right, it's all right, you can go on," exclaimed the sentry. He was beginning to feel uncomfortable. "Half a dozen cucumbers, one quart of peanuts, one dozen bananas." The sentry was now staring with his mouth open. "A dozen bananas, one-quarter peck of potatoes, one glass of mustard. That's all. Is it all right?" anxiously. "Yes'm, sure," replied the sentry, looking relieved. "Good evening," she said, sweetly, as she started across the bridge. The sentry watched her all the way across. "I wonder if she was trying to kid me," he muttered.

Jonathan Knight—First Chief Engineer of The Baltimore and Ohio Railroad

NEARLY a century ago opportunity knocked at the door of Jonathan Knight, a young farmer of Washington County, Pennsylvania. He responded. Then started a career leading to his appointment as the first chief engineer of the Baltimore and Ohio Railroad, an office carrying with it the distinction of being the first chief engineer of the first steam railroad on earth.

To his grandson, J. J. Knight, of Oskaloosa, Iowa, we are indebted for the data contained in this article. Mr. Knight called on James S. Murray, assistant to President Willard, a short time ago and exhibited an old picture. Mr. Murray was delighted when informed by the caller that the faded daguerrotype was that of the first chief engineer of the Company, and had our photographer make a large reproduction of it which will be placed in the office of our chief engineer. At his request Mr. Knight prepared a biographical sketch of the elder Knight, which is confirmed by the official records.

Volumes have been written of the history of the Baltimore and Ohio Railroad, its inauguration and development. The MAGAZINE from time to time has enlightened its readers about many of the men who made possible the great System, stories full of human interest and of the progress of the Nation, *for the United States and the Baltimore and Ohio grew up together*. This, however, is the first recital of the struggles and success of one entitled to a prominent place in the Baltimore and Ohio Hall of Fame. It should serve as an inspiring lesson to all.

This country was wearing swaddling clothes when Jonathan Knight was born. He was the son of Able and Ann Smith Knight, who at the time of his birth, November 22, 1787, lived near Plumbstead, Bucks County, Pennsylvania. At the age of thirteen years the boy with his parents traveled across the State and settled on a farm in Washington County. Here he studied at a common school and between times did odd jobs about his father's place.

Jonathan Knight was ambitious. When a youth he decided to become a civil engineer. Money matters being limited he was compelled to educate himself at home. With the consent of his father and mother he purchased a square table and placed it in the living room of the farmhouse. On it he kept his books, stationery and drawing material. Hard work on the farm stimulated his desire for knowledge. At night and whenever he had a few spare minutes he made good use of his books.

On June 10, 1809, he married Miss Ann Heston (to this union was born ten children), and at the same time assumed full charge of his father's farm, of which he later became owner. In addition to farming he did surveying whenever he could get work. Then came his opportunity.

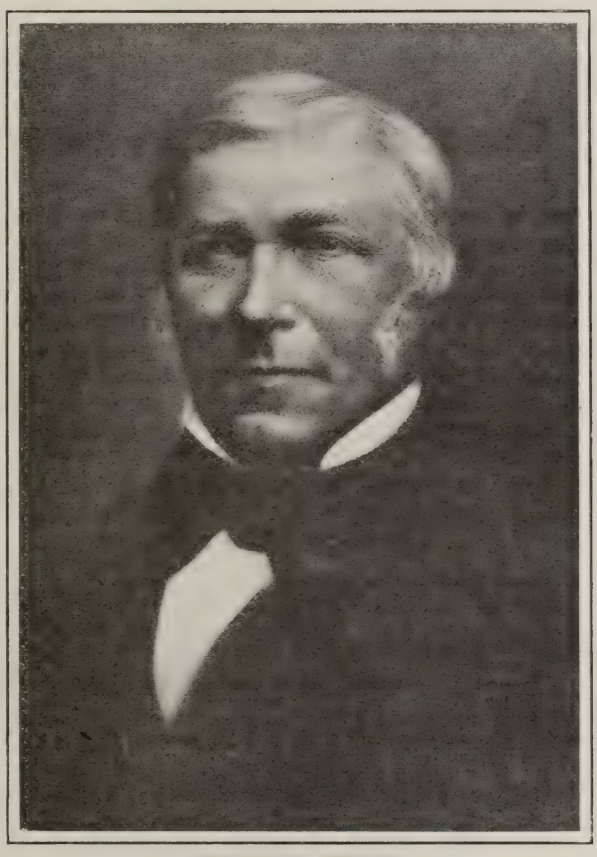
During the year 1818 Government surveyors were locating the National turnpike, a highway to be built from Washington, D. C., to St. Louis, Mo. While passing the Knight farm one of the engineers remarked that they needed a man to help carry the chain. Thinking this would be a source of practical education, the farmer-surveyor applied for the job conditional that he be allowed free access to the engineers' books and the privilege of looking over the work. The proposition was accepted.

While nearing Washington, the county-seat, the party came to a high hill which required heavy grading. This place has since been known as "Eggnog Hill," for while there they made this concoction

and all partook freely except Mr. Knight, who neither drank intoxicating liquor nor used tobacco. Here he detected a mistake in the work of one of the engineers. In recognition of his ability the commissioners commended him to the authorities at Washington, D. C., which resulted in his appointment as surveyor to finish the line.

He took up the work at Wheeling, W. Va., and continued it westward to Terre Haute, Ind., closing the season there November 15, 1820. In a letter written to his wife while making the journey (the letter was mailed at Terre Haute and the postage cost was fifty cents) he gave a minute description of the country through which his party passed. It being heavily timbered and thinly settled, they made their way with difficulty. In the letter he named the rivers they crossed, told of their width and of the very trying experience they had in replacing a broken axle on one of their wagons. They depended for meat mostly on wild game. Knightstown, Indiana, being on the line of survey, was named in his honor.

In 1821 Mr. Knight was elected to the office of State Senator from the counties of Washington and Green in Pennsylvania. He was continued in that office six years successively.



JONATHAN KNIGHT

On August 4, 1827, he resigned in order to give his time exclusively to the Baltimore and Ohio Railroad Company as civil engineer. He was appointed to serve in conjunction with Colonel Stephen H. Long and the president of the Baltimore and Ohio, who were constituted a board of engineers to take office January 1, 1828. On November 5, 1828, they went by appointment to England, arriving in Liverpool. This Mr. Knight styled a very short voyage of seventeen days.

The trip was made for the purpose of inspecting engineering works to better fit them for the task at home. They first examined the tunnel under Liverpool, 2,500 yards long and cut through sandstone, which was constructed to accommodate the Liverpool and Manchester Railroad. An inspection of the line between the two cities followed. At the invitation of the directors of the company the Americans attended a meeting of engineers in the north of England, called for the purpose of experimenting with a locomotive and steam power.

Returning to this country Mr. Knight served the Company as civil engineer until February 8, 1830, when the office of chief engineer was created. In this capacity he served for twelve years. During that period he had many exciting

experiences. While surveying a line from Baltimore to Wheeling he was ofttimes compelled to camp out in the wilds. Bear and panther were plentiful in that section and on numerous occasions they fought to prevent the invasion of the pioneer railroad men.

Mr. Knight resigned on March 31, 1842, that he might be more in the enjoyment of his home, and the better to care for his farm and other business matters. In the fall of 1854 he was elected to the House of Representatives from his district in Pennsylvania, serving in the 34th Congress during the years 1855 and 1857. He was a birth-right member of the Society of Friends and lived a consistent Christian life, taking an active part in the work of his church. His benevolent disposition made him beloved by all who knew him. He died at his home in Washington County, November 26, 1858.

Safety Congress Meets in New York

ONE of the special features of the Sixth Annual Safety Congress, held under the auspices of the National Safety Council in New York City, September 10 to 14, was the National Exposition of Safety and Sanitation at the Grand Central Palace, where the Baltimore and Ohio Railroad was represented by the display shown in the photograph at the bottom of this page.

The Company's booth was visited by thousands and nothing but favorable comment was heard. A large amount of advertising was distributed. The Passenger Department cooperated to the end that the exhibit served more than one purpose.

Business sessions of the Congress were held at the Hotel Astor. John T. Broderick, supervisor of special bureaus, who is a director of the Council, presented a paper on "Safe and Proper Handling of Track, Bridge and Building Material" at the morning session of September 13, devoted to the steam railroad sectional meeting of the transportation and public service division.



SAFETY FIRST EXHIBIT AT THE GRAND CENTRAL PALACE, NEW YORK CITY

President Willard's Views on the Employment of Women in Positions Formerly Held by Men

Extracts From Address Made by Mr. Willard at the Deer Park Meeting

MR. LEIGH, in his remarks, referred to a subject that should appeal to all of us and I want to say just a word about it before closing. I refer to what he said concerning the employment of women in positions formerly filled by men.

I have seen in some of the older countries of Europe women working on the railroads shoveling gravel and tamping ties like men. I have seen women loading coal into cars and shoveling it into cellars, but I do not like to see women doing work of that kind nor do I believe any of us in this country like to see it—that kind of work does not check with our idea of American womanhood.

Now what I want to say is this: While it may be necessary during the war for women to perform some of the work that has previously been done by men because of the men being required for other and more difficult work and duties, I hope that the Baltimore and Ohio men will not forget that women are still women no matter what work they may be engaged in. It is greatly to their credit that they have been willing in this emergency to put on rough clothes and help to do the rough work, but while doing such work they are none the less women. Additional facilities where necessary should be provided for them so that their conventional ideas of propriety may be properly respected. It would be a most disastrous thing, second only to the losing of the war, if anything should happen in this country to lower in the slightest the standard of our womanhood.

There are, no doubt, many places in the railroad service where the work is of such a nature that it can be done by women equally as well, and in some cases perhaps better, than by men, and owing to the great demand for manual labor, due to conditions created by the war, there is no reason why women cannot or should not perform work of that character. I simply urge that when they are so employed by the Baltimore and Ohio Company, they be treated at all times with the respect properly due them, and they should not be permitted to attempt to do work for which they are physically unfit. I have heard a few instances where they were employed doing manual work wholly unsuited for them, and I have given instructions that they should not be permitted hereafter to do work of that kind.

Baltimore and Ohio Men Repairing Locomotives Behind Battle Lines in France

Forty-one Mechanics Left System Shops to Enlist in the Nineteenth Engineers (Railway)

MARSHAL JOFFRE, while he was in Washington some months ago, said to President Willard: "The Battle of the Marne was won by the railroads. Without the railroads it would never have been possible to bring up the supplies, to provide the armies with the munitions and all the things necessary to carry on the battle. The railroads won the Battle of the Marne."

And the railroads are winning the battles today. Back of the vast armies thousands of trained railroad men—American railroad men — are working like trojans reconstructing and maintaining military lines over which supplies and munitions are being rushed to the boys in the trenches.

Nine American engineer regiments have been sent to France. Recruited from the railroads of the United States these men, picked because of their special knowledge, on landing were able to go into action at once. They needed no period of intensive training, no tutoring by men who had spent months at the front, for they knew the game from start to finish.



CAPTAIN JOHN McDONOUGH

Picture the Allied forces battering a German position. Slowly they gain, pushing the enemy back. Tons of steel, poisonous gas and other hellish devices fail to check the advance. As the army creeps forward the railroad men follow. They find bridges blown away, roads obliterated and occasional traps left by the Huns.

Heavily armored locomotives haul up material. The right of way is cleared, huge craters made by German explosives are filled, fresh bridges are thrown across the gap, and in an incredibly short time a new route is ready to hand over to the railway operating department. To lay a mile a day of this broad gauge railway is not an uncommon feat. One of the records established some time ago was the laying of four and three-quarter miles in five days. A bridge 140 feet long started



BALTIMORE AND OHIO MEN "OVER THERE"
Photograph was taken in Philadelphia, where Nineteenth Engineers (Railway) Recruited

on Friday was finished the following Tuesday.

Back of the engineers who are devoting their time to track work, however, there is another army of equal importance—the shopmen. Their duties consist in the main of repairing locomotives and other equipment so that when the lines are built they will not remain idle.

When the call for men of this caliber was sounded mechanics employed by the Baltimore and Ohio System were among the first to respond. The management had printed cards setting forth the country's need for shopmen to be sent abroad placed at various points. Forty-one responded and were sent to Philadelphia, where they joined the Ninth Reserve Engineers, later designated the Ninth Engineers, National Army, and finally the War Department assigned to this regiment the name Nineteenth Engineers (Railway), which is its present appellation.

Two Baltimore and Ohio men who are members of this regiment have been commissioned—John McDonough, assistant superintendent of the Mt. Clare Shops, who ranks as captain, and J. J. McGuire, master mechanic at New Castle, who is first lieutenant. Other Baltimore and Ohio shop men who are serving in France in the Nineteenth Engineers (Railway) and their former place of residence, follow:

New York, F. S. Costello; Staten Island, N. Y., L. C. Costa; Baltimore, Harry C. Albrecht, John R. Byron, William J. Eyerly, George Listman, Albert Ludwig, William A. Shoemaker, S. Brooks, W. R. Bradley, John McG. Montz, Joseph J. Stevens, A. M. Armstrong, J. T. Talbot, F. W. Hellman, James Stevens, L. F. Smardon, Charles M. Jefferson; Hagerstown, Md., W. H. Jones; Gaithersburg, Md., J. R. Wilson; Cumberland, Md., Matthew Dowling, W. Adams; Piedmont, W. Va., J. W. Adams; Fairmont, W. Va., Walter C. Hattes; Holloway, Ohio, Orme O. Rea; Newark, Ohio, Harry C. Jones, Charles Runenefeld; Glenwood, Pa., C. O. Bollinger, H. M. Mahaffey, W. C. Bosworth; New Castle, Pa., O. G. Thomas, Earley R. Hill; Chicago, Ill., E. C. Cissna; Chillicothe, Ohio, Owen G. Drury, Howard Ruddell, Charles J. Matlack, W. G. Hyson; Cincinnati, Ohio, Ray F. Brookey, Chester A. Durbin, Adolph Buehrle, M. J. Saik.

The Red Cross War Council

By Charles D. Norton

Vice-President First National Bank, New York, and President Coal and Coke Railway

One of the most interesting addresses delivered at the Officers' Meeting of the Baltimore and Ohio System, Deer Park, June 29 and 30, was that by Charles D. Norton, a member of the War Council of the American Red Cross, which is presented here. Mr. Norton's association with this great humane movement dates back a number of years. He was treasurer of the Red Cross while serving as assistant secretary of the United States Treasury, in the days when the organization was being kept alive through the indomitable efforts of Miss Mabel Boardman. When Mr. Norton became secretary to President Taft, in 1910, and during the years following, he continued his activities in behalf of the society. His views, therefore, have been gained through an intimate knowledge of the organization.—*Editor.*

"*Gentlemen of the Baltimore and Ohio:*

"Before proceeding with my subject, may I pay my tribute of respect and admiration for your president, who has made a most thrilling appeal to us non-military men—to help win this war by doing to the last ounce of our strength our duty, each in our own place. Mr. Willard's address is inspiring, because he offers every one of us a chance to do our share for our country; it is convincing because we know that no man in America today has given himself to his country more unreservedly, has served with greater ability and with more conspicuous success than the chairman of the Council of National Defense—your president, Daniel Willard.

"The part that our Red Cross can play in this war may be a great one. The newly created Red Cross War Council is organizing upon the broadest scale; it is receiving the most generous support from the American people, and it is, therefore, in position with all speed to do those things which will best hearten our Allies, whose strength has been depleted by three years of war.

"The Red Cross is mobilizing the non-combatant men, women and children of America into a vast army of producers to supply our own soldiers and sailors and the unfortunate war-victims of Europe with necessities and comforts so vital to their existence. Every willing person, whether in city, village or on the farm, will be reached by clear, interesting, explicit instructions, giving precise information as to the needs for sewing, for knitting, for making bandages and comfort kits, and other Red Cross articles. The purchasing, shipping and warehousing departments have been organized under the direction of men experienced in largest business affairs; systems of accounting and of record-keeping have been developed; every safeguard that can be devised has been thrown around this vast humanitarian enterprise, which contemplates for the first time in the history of the world the rapid expenditure of hundreds of millions of dollars by a prosperous and generous nation in the relief of misery and suffering.

"The War and Navy Departments have been enabled by Congress to provide quite amply for our own soldiers and sailors, but, nevertheless, emergencies always occur when troops are moving—emergencies in which the Red Cross can do great good through its sanitarians, its hospital and ambulance services, and through the generosity of local Red Cross Chapters. In a thousand ways the Red Cross can make our armed forces realize that the American people are behind them.

"In France, between our naval base and the battle line, where our men are with strangers who speak a foreign

tongue, the opportunity for Red Cross service to our troops is even greater, and it is being thoroughly organized.

"All of these services will increase rapidly next year, when two millions of our men are in the field; but today, and indeed all this summer and fall, the one urgent, pressing call on our Red Cross is to hearten our weary Allies; to strengthen them where they are weak. The best way to save American lives is to help France and Russia hold firm.

"Advised by the ablest medical and business talent that can be enlisted in voluntary service, and by an advisory board of distinguished women, the War Council has selected the personnel for duty at home and abroad, in France, in Russia, in Roumania, in Servia, in Italy, in Great Britain. Commissions have been sent to these countries to report on their needs. Nothing is to be gained by ignoring the real facts in the case.

"Our representative in France cables to us:

" 'Begin shipping at once 1,500,000 each, knitted mufflers, sweaters, socks and wristlets. These are desperately needed before cold weather. In view of the shortage of fuel and other discomforts, they will be of incredible value in both military and civilian work.

" 'Last winter broke the record for cold and misery among the people here. They inexpressibly dread lest the coming winter find us without supplies to meet the situation. I urge you on behalf of our soldiers and those of our Allies who will suffer in the frozen trenches. Thousands of Belgian and French refugees and repatriates are being returned through Switzerland to France.'

"The warring nations are all of them unutterably tired. Germany is weary of war, but she hopes that France and Russia and Italy are more so. The moments of greatest strain have arrived. Victory will go to the nation with the steadiest nerve, Hindenburg truly said. And we Americans can and should say to our war-worn Allies: 'Hold the fort, for we are coming.' To Italy, which faces another winter with small surplus stock of coal above her war-needs, where coal sells for nearly 1,000 lire ($200) per ton, you men of the Baltimore and Ohio can say: 'Hold the fort; we will keep the coal moving.' To France, struggling with new and terrible forms of disease, the outgrowth of three years of trench warfare, we can and should say, through our Red Cross: 'Hold the fort; here are our experts on tuberculosis control, with ample funds; here are men who can build sanitaria; here are disinfectants and medicines; here are bandages; here are our most skillful surgeons, our bravest nurses; here are the best women and men (beyond military age) to organize canteens behind the firing lines; stations where weary, mud-stained soldiers, enroute from the trenches for a brief respite at home, may find rest and food, disinfectants and baths, and then go home to their families, not as carriers of disease, but as human beings,—fathers, brothers, with their faith increased that they are winning and that *America is coming.*'

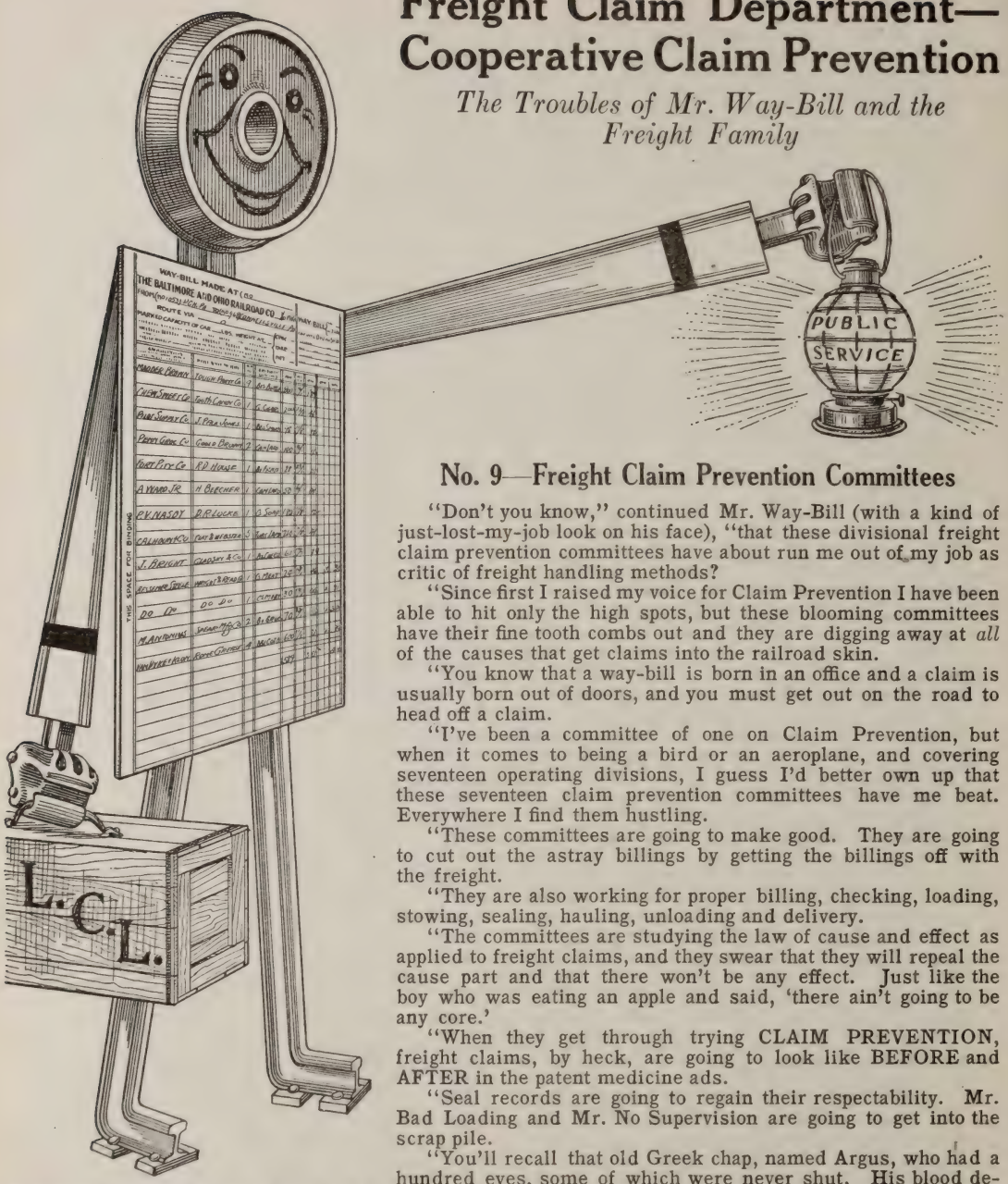
"A few days before he died I heard Mr. Choate at a great allied dinner call out to America: 'For God's sake hurry up.' In that spirit the Red Cross War Council and its many generous and devoted associates and supporters are straining every nerve to 'hurry up'—hurry up the goods, the ships, the men and women and the money, to Russia and France first, all in the hope that in helping humanity, worn down by a savage and deliberate attack, we, too, of the Red Cross, are helping to win the war, as Mr. Willard so justly declares you Baltimore and Ohio men are doing.

"We ask from you your frank and friendly suggestions, and the Red Cross War Council hopes to deserve the constant and powerful support of this great group of Baltimore and Ohio men."

ARE YOU SAVING Your Money to Invest in the Second Issue of THE LIBERTY LOAN?

Freight Claim Department—Cooperative Claim Prevention

The Troubles of Mr. Way-Bill and the Freight Family



No. 9—Freight Claim Prevention Committees

"Don't you know," continued Mr. Way-Bill (with a kind of just-lost-my-job look on his face), "that these divisional freight claim prevention committees have about run me out of my job as critic of freight handling methods?

"Since first I raised my voice for Claim Prevention I have been able to hit only the high spots, but these blooming committees have their fine tooth combs out and they are digging away at *all* of the causes that get claims into the railroad skin.

"You know that a way-bill is born in an office and a claim is usually born out of doors, and you must get out on the road to head off a claim.

"I've been a committee of one on Claim Prevention, but when it comes to being a bird or an aeroplane, and covering seventeen operating divisions, I guess I'd better own up that these seventeen claim prevention committees have me beat. Everywhere I find them hustling.

"These committees are going to make good. They are going to cut out the astray billings by getting the billings off with the freight.

"They are also working for proper billing, checking, loading, stowing, sealing, hauling, unloading and delivery.

"The committees are studying the law of cause and effect as applied to freight claims, and they swear that they will repeal the cause part and that there won't be any effect. Just like the boy who was eating an apple and said, 'there ain't going to be any core.'

"When they get through trying CLAIM PREVENTION, freight claims, by heck, are going to look like BEFORE and AFTER in the patent medicine ads.

"Seal records are going to regain their respectability. Mr. Bad Loading and Mr. No Supervision are going to get into the scrap pile.

"You'll recall that old Greek chap, named Argus, who had a hundred eyes, some of which were never shut. His blood descendants must be working for the Baltimore and Ohio. Every time I take a turn I run into one of those open-eyed committeemen. Each one is a live wire and wide-awake on the job.

"As I was snooping around a station platform the other day, one committee chap chased me away. He thought that I was trying to hook freight. He was a vigilance committee all right. Believe me, some improvement at *that* station.

"Agents, clerks, freight handlers, trainmen, yardmen, everyone, following the lead of the committees, are all out for CLAIM PREVENTION. Everyone working to help each other and all for the railroad.

"Always the thought, 'Keeping everlastingly at it brings success.' "

The time to prevent a claim is before it starts.
Claim prevention is everybody's business.
All are allies under the claim prevention flag.—*H. Irving Martin.*

"Keep The Cars Moving"

President Willard, in Address Before Operating Officials, Discusses Vital Problems Confronting Railroads of Europe and America

PRESIDENT WILLARD, on September 14, delivered a message to officials of the Operating Department in which he referred to the railroad conditions existing in Europe and America, and set forth the problems that must be solved here and abroad to "help win the war." At the conclusion of his talk he told his auditors to carry back to their respective divisions the lessons gained by those the Government has entrusted with important missions, and to urge every employe on the Baltimore and Ohio System to contribute, by all means possible, to the success that is sure to crown the efforts of America and her Allies.

Mr. Willard's talk was an inspiring one. Beginning with a summary of conditions in Russia, where the railroad problem is an acute one, he took his audience across Europe to the scene of operations in France. Then he spoke of conditions in America, with special reference to those on the Baltimore and Ohio.

He laid emphasis on the necessity of moving as rapidly and as safely as possible every car loaded with munitions of war. The danger of delay, even for a few short hours, was pointed out. The holding of a single car with a consignment destined for the front, or to some shipyard, munition factory or industrial plant at home engaged on Government contracts, he said, might result in incalculable harm. It might mean the loss of life to hundreds on the verge of starvation, the fate of untold numbers of soldiers and the prolonging of the war.

He referred to a number of subjects presented in his address at Deer Park, June 29, and told of the progress made through the adoption of policies outlined at that gathering, as shown by statistics recently compiled. Further room for improvement exists, however, and in this connection he cited the necessity of increasing the daily car mileage as one of the most vital problems of the day, and reducing at once the great excess of foreign cars on Baltimore and Ohio rails on which our Company were required to pay per diem charges, and that efforts should also be made to increase the daily engine mileage.

The address was delivered at a luncheon at the Hotel Rennert, Baltimore, following a staff meeting called and presided over by J.M. Davis, vice-president in charge of the Operating Department. Earlier in the day Mr. Davis and members of his staff discussed the status of affairs along the lines of the Company. Plans were outlined for the improvement of passenger and freight movements.



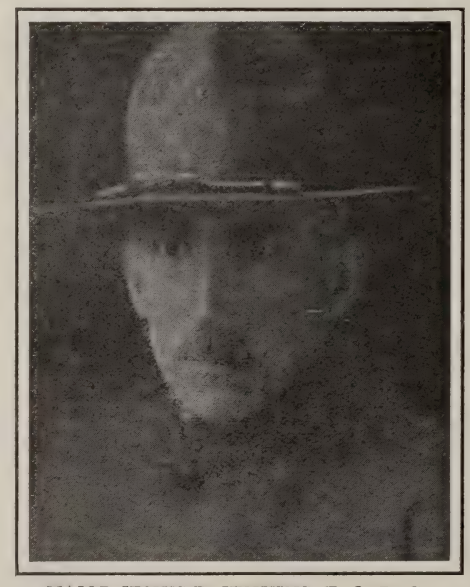
Valuation Department Proud of Record for Enlistments

Of Thirty-One Who Volunteered Seventeen Have Received Commissions and Five are "Non-Com" Officers

THE Valuation Department has a record of men given for the Nation's service of which those employed in the department are justly proud. So far thirty-one men have been commissioned or have enlisted in various capacities. Seven others have been drafted.

Seventeen of this number are wearing shoulder straps, five are non-commissioned officers, two are privates and the standing of the others is not known. A record that is hard to beat!

Jenks B. Jenkins, valuation engineer, believed in preparedness, and spent a month at Plattsburg last year. He has been commissioned major in the Engineers Officers' Reserve Corps. In the same organization this department has one captain, W. W. Gruber, five first lieutenants and seven second lieutenants. Another is first lieutenant in an Ohio Regiment and two are second lieutenants in Maryland Regiments.



MAJOR JENKS B. JENKINS, E. O. R. C.

Three of the men selected the Aviation Corps and now are at school learning the art of mastering air craft. Two others are on active duty in the U. S. Navy.

The complete list for the Valuation Department, as of September 1, giving branch of service to which the men were assigned, follows:

Engineer Officers' Reserve Corps

Name	Rank	Military Unit	Occupation	Location
Jenks B. Jenkins	Major	Awaiting Orders	Valuation Engineer	Baltimore.
W. W. Gruber	Captain	308th Engineers	Chief of Party	Cincinnati.
J. C. Brady	First Lieutenant	305th Engineers	Draftsman	New York.
Thomas Hampton	First Lieutenant	Active Service	Transitman	Cincinnati.
C. C. Dougherty	First Lieutenant	Active Service	Pilot Engineer	Baltimore.
E. K. Hebden	First Lieutenant	308th Engineers	Chief of Party	Cincinnati.
W. N. Briscoe	First Lieutenant	Active Service	Transitman	Wheeling.
H. J. Pfaff	Second Lieutenant	306th Engineers	Draftsman	Baltimore.
S. T. W. Greene	Second Lieutenant	Active Service	Draftsman	Baltimore.

Engineer Officers' Reserve Corps—Concluded

Name	Rank	Military Unit	Occupation	Location
Asa Needham	Second Lieutenant	26th Engineers	Abstracter	Baltimore.
H. F. Bucher	Second Lieutenant	Active Service	Draftsman	Baltimore.
T. C. Gerber	Second Lieutenant	Active Service	Topographer	Cincinnati.
A. J. Janushek	Second Lieutenant	Training Camp, Washington, D. C.	Pilot Engineer	Baltimore.
A. C. Mathews	Second Lieutenant	Training Camp, Washington, D. C.	Chief of Party	Baltimore.

Engineer Enlisted Reserve Corps

E. H. Baker	Sergeant	7th Engineers	Abstracter	Cincinnati.
W. W. Welsh	Private	6th Engineers	Transitman	Cincinnati.
A. M. Armstrong		9th Engineers	Draftsman	Baltimore.
P. B. Milburn		Awaiting Orders	Computer	Baltimore.

Engineer Corps

E. M. Hinchman	Sergeant	Active Service	Topographer	Cincinnati.
T. J. Hagner	Private	Active Service	Chainman	Wheeling.

Infantry

R. E. Kennedy	First Lieutenant	10th Ohio Infantry	Pilot Engineer	Baltimore.
W. E. Robinson	Second Lieutenant	1st Ohio Infantry	Draftsman	Cincinnati.
Donald Wilson	Second Lieutenant	5th Maryland Infantry	Chief of Party	Wheeling.
G. N. Holman	Sergeant-Major	4th Maryland Infantry	Accountant	Baltimore.

Aviation Corps

L. L. Smart		Active Service	Chainman	Baltimore.
J. R. Cook		Active Service	Asst. Chief Clerk	Baltimore.
W. J. Pugh		Active Service	Clerk	Baltimore.

Field Artillery

A. Olsen		Battery B, 1st Ill.	Chainman	Chicago.

Navy

E. B. Erickson	Asst. Paymaster	Active Service	Draftsman	Chicago
R. C. Diehl	Second Class Yeoman	Active Service	Asst. Abstracter	Wheeling.

National Army

J. T. McCarthy		Awaiting Orders	Transitman	Wheeling.
W. J. Weinersbach		Awaiting Orders	Topographer	Cincinnati.
H. K. Justice		Awaiting Orders	Transitman	Cincinnati.
H. M. Booth		Awaiting Orders	Draftsman	Chicago.
S. J. Burkhart		Awaiting Orders	Asst. Abstractor	Chicago.
R. S. Hilligas		Awaiting Orders	Chief of Party	Chicago.
W. C. Coles		Awaiting Orders	Pilot Engineer	Wheeling.

Branch Not Known

H. H. Harrison			Rodman	Wheeling.



Baltimore and Ohio Men Who Have Voluntarily Entered Military and Naval Service as of July 31

Auditor of Disbursements' Office

Name	Occupation	Location	Military Unit
T. D. Campbell	Clerk	Baltimore, Md.	Md. Coast Artillery.
V. D. Yealdhall	Stenographer	Baltimore, Md.	Md. Coast Artillery.
L. M. Dwyer	Clerk	Baltimore, Md.	Md. Coast Artillery.
C. L. Burns	Clerk	Baltimore, Md.	Fifth Md. Infantry.
C. N. Foster	Clerk	Baltimore, Md.	Fifth Md. Infantry.

Auditor of Revenue Office

A. P. Meade	Clerk	Baltimore, Md.	First Md. Ambulance Corps.

Auditor of Merchandise Receipts' Office

G. E. Gaston	Clerk	Baltimore, Md.	Battery A, Md. F. A.
M. M. Gardner	Clerk	Baltimore, Md.	Battery A, Md. F. A.
J. F. Parrott	Stenographer	Baltimore, Md.	First Md. Ambulance Corps.
J. C. Peregoy	Clerk	Baltimore, Md.	First Md. Ambulance Corps.
W. W. Weller	Clerk	Baltimore, Md.	First Md. Ambulance Corps.

Auditor of Coal and Coke Receipts' Office

W. J. Hartwig	Clerk	Baltimore, Md.	Quartermaster's Corps.
H. M. Van Buskirk	Clerk	Baltimore, Md.	Battery A, Md. F. A.
W. D. White	Clerk	Baltimore, Md.	Battery A, Md. F. A.

Auditor of Passenger Receipts' Office

R. L. Cooper	Clerk	Baltimore, Md.	Fifth Md. Infantry.
C. W. New	Clerk	Baltimore, Md.	Fifth Md. Infantry.

Freight Claim Department

W. H. Jackson	Clerk	Baltimore, Md.	Third Co., Md. Coast Art.
W. A. Gerathy	Clerk	Baltimore, Md.	Battery B, Md. Field Art.
G. T. Eunick	Clerk	Baltimore, Md.	Battery B, Md. Field Art.
R. F. Respess	Clerk	Baltimore, Md.	Md. Naval Militia.

Treasurer's Office

P. L. Welke	Clerk	Baltimore, Md.	Naval Radio Service.

Vice-President Thompson's Office

F. Groom	Clerk	Baltimore, Md.	Md. Naval Militia.

Commercial Development Department

Name	Occupation	Location	Military Unit
R. M. Pryor	Stenographer	Baltimore, Md.	Third Co., Md. Coast Art.
R. R. Kirkpatrick	Asst. Geologist	Baltimore, Md.	Engineers' Reserve.
J. A. McDevitt	Sec. to Ind. Agt.	Cincinnati, Ohio.	Aviation Corps.

Passenger Department

Alan H. Shipley	Stenographer	Baltimore, Md.	Coast Guard.
M. V. Shipley	Passenger Agent	Baltimore, Md.	Quartermaster's Department.

Baggage and Milk Department

A. G. Weber	Clerk	Baltimore, Md.	Coast Guard.
J. A. Corcoran	Stenographer	Baltimore, Md.	Coast Guard.

Tax Office

J. Harry Garmer	Clerk	Baltimore, Md.	Coast Guard.
Charles E. Sanders	Stenographer	Baltimore, Md.	Coast Guard.

Telegraph Department

George Craig	Office Boy	Baltimore, Md.	Md. Naval Militia.

Valuation Department

(See page 28)

Engineers' Department

R. S. Welch	Asst. Engineer	St. George, N. Y.	Fourth Engineers' Reserve.
Jesse Gover	Field Engineer	St. George, N. Y.	Engineers' Reserve Corps.
A. N. Stuhl	Timekeeper	St. George, N. Y.	R. R. Service.
Jerry Hoge	Chainman	St. George, N. Y.	Engineers, U. S. A.
William Martin	Chainman	St. George, N. Y.	Engineers, U. S. A.
A. G. Alder	Field Engineer	Baltimore, Md.	Engineer Corps.
Vance Wilson	Transitman	Baltimore, Md.	Md. Coast Artillery.
C. Edgar	Transitman	Baltimore, Md.	Md. Coast Artillery.
A. V. Helms	Transitman	Baltimore, Md.	Fifth Reserve Engineers.
Charles Tiemeyer	Draftsman	Baltimore, Md.	U. S. Navy.
J. B. Helm	Draftsman	Baltimore, Md.	Troop A, Md. Cavalry.
S. S. Unglaub	Draftsman	Baltimore, Md.	U. S. Navy.
C. W. Heflin	Draftsman	Baltimore, Md.	R. O. T. C., Fort Myer.
R. G. Kenley	Timekeeper	Baltimore, Md.	Marine Corps.
E. C. Johnson	Rodman	Baltimore, Md.	Fifth Md. Infantry.
T. L. Ralston	Stenographer	Baltimore, Md.	Fifth Md. Infantry.
Paul Dabney	Chainman	Hunt'g'ton,W.Va.	U. S. Army.
A. E. Rutter	Field Engineer	Hunt'g'ton,W.Va.	U. S. Reserve Corps.
J. E. Burk	Field Engineer	Hunt'g'ton,W.Va.	U. S. Reserve Corps.
W. W. Gwathney	Field Engineer	Hunt'g'ton,W.Va.	Field Engineer Corps.
Roger Blue	Rodman	Defiance, O.	First Engineer Corps.
G. A. Hopkins	Inspector	Cincinnati, O.	First Tenn. Regiment.
T. T. Wright	Field Engineer	Cincinnati, O.	Quartermaster's Department.
E. R. Williams	Inspector	Cincinnati, O.	Battery D, Md. F. A.
F. C. Mellon	Inspector	Cincinnati, O.	Fifth Md. Infantry.
C. H. Ware	Rodman	Cincinnati, O.	Fourth Ohio Infantry.
Russell L. Uible	Chainman	Cincinnati, O.	Eighth Ohio Infantry.

Printing Department

E. G. Kothe	Press Feeder	Baltimore, Md.	Infantry.
William E. Smith	Press Feeder	Baltimore, Md.	U. S. Navy.
Thomas M. Buxton	Press Feeder	Baltimore, Md.	Coast Artillery.

Accounting Department

Name	Occupation	Location	Military Unit
D. Kirby	Clerk	Cumberland, Md.	Md. National Guard.
W. D. Thomas	Clerk	Cumberland, Md.	Md. National Guard.
H. E. Jones	Timekeeper	Chillicothe, O.	Ohio National Guard.

Stores Department

J. C. Dahlem	Clerk	Bailey's Sta., Md.	Md. Coast Artillery.
M. L. Starkey	Metal Distributer	Bailey's Sta., Md.	Md. Coast Artillery.
G. Satorius	Clerk	Mount Clare, Md.	Battery C, Md. F. Art.
B. S. Carr	Metal Distributer	Mount Clare, Md.	First Md. Infantry.
C. L. Van Lear	Clerk	Chicago Div.	
H. A. Lockhart	Clerk	Chicago Div.	
F. Chorpenning	Laborer	Chicago Div.	
H. D. T. Dean	Laborer	Chicago Div.	
G. Mican	Clerk	Chicago Div.	
A. S. Brzezinzki	Gang Foreman	Chicago Div.	
O. Matson	Shipping Clerk	Chicago Div.	
R. C. Rutherford	Messenger	Washington, Ind.	Indiana National Guard.

Employes Magazine

R. M. Van Sant	Editor	Baltimore, Md.	Officers' Reserve Corps.
H. G. Weber	Stenographer	Baltimore, Md.	First Md. Hospital Corps.

Employment Bureau

J. A. Lentz	Correspondent	Baltimore, Md.	Quartermaster'sDepartment.

Locust Point Elevators

Edward Diven	Laborer	Baltimore, Md.	First Md. Ambulance Corps.

Mount Clare Shops

W. J. Jubb	Clerk	Baltimore, Md.	Md. Coast Artillery.
F. J. Wagner	Piece Work Insp.	Baltimore, Md.	Aviation Corps.
G. E. Childs	Clerk	Baltimore, Md.	Md. Coast Artillery.
G. A. Anderson	Machinist Apprentice	Baltimore, Md.	U. S. Navy.
A. L. Elste	Machinist Apprentice	Baltimore, Md.	First Md. Ambulance Corps.
H. N. Bast	Machinist Apprentice	Baltimore, Md.	Md. Coast Artillery.
H. C. Bowers	Machinist Apprentice	Baltimore, Md.	Fifth Md. Infantry.
H. C. Stauffer	Blacksmith Appren.	Baltimore, Md.	Md. Coast Artillery.
E. L. Glyder	Machinist Helper	Baltimore, Md.	U. S. Army.
J. E. Poulton	Machinist Apprentice	Baltimore, Md.	Md. Coast Artillery.
A. R. Pryor	Machinist Apprentice	Baltimore, Md.	Md. Coast Artillery.
F. Kelly	Machinist	Baltimore, Md.	Md. Coast Artillery.
W. M. Davis	Machinist	Baltimore, Md.	Md. Coast Artillery.
J. A. Creditt	Truck Builder	Baltimore, Md.	First Separate Co., Md.
W. J. Creditt	Truck Builder	Baltimore, Md.	First Separate Co., Md.
K. Picker, Jr.	Machinist Apprentice	Baltimore, Md.	Md Coast Artillery.
J. McDonough	Ass't Sup't of Shops.	Baltimore, Md.	19th Reserve Engineers (R'y).
W. A. Shoemaker	Machine Operator	Baltimore, Md.	19th Reserve Engineers (R'y).
G. Listman	Blacksmith Helper	Baltimore, Md.	19th Reserve Engineers (R'y).
W. R. Bradley	Blacksmith	Baltimore, Md.	19th Reserve Engineers (R'y).
W. J. Eyerly	Machinist Apprentice	Baltimore, Md.	19th Reserve Engineers (R'y).
F. W. Helman	Boilermaker Appren.	Baltimore, Md.	19th Reserve Engineers (R'y).
L. F. Smardon	Shop Hand	Baltimore, Md.	19th Reserve Engineers (R'y).

New York Terminals

Name	Occupation	Location	Military Unit
L. Copeland	Trainman	St. George, N. Y.	U. S. Army.
E. McCarthy	Trainman	St. George, N. Y.	U. S. Army.
R. Gavouti	Trainman	St. George, N. Y.	U. S. Army.
R. Moore	Trainman	St. George, N. Y.	U. S. Army.
J. Bischoff	Trainman	St. George, N. Y.	Naval Reserves.
A. Mareon	Fire Cleaner	St. George, N. Y.	U. S. Navy.
D. Harrigan	Fireman	St. George, N. Y.	U. S. Navy
T. Solebello	Engine Wiper	St. George, N. Y.	U. S. Navy.
E. D. Mason	Clerk	St. George, N. Y.	National Guard.
H. J. Darby	Clerk	St. George, N. Y.	National Guard.
J. Shields	Clerk	St. George, N. Y.	National Guard.
J. Dwyer	Lighterage Runner	St. George, N. Y.	Naval Militia.
C. H. Anderson	Fuel Clerk	St. George, N. Y.	Engineer Corps.
T. Reardon	Locomotive Fireman	St. George, N. Y.	U. S. Navy.
J. Searl	Engineer	St. George, N. Y.	National Guard.
J. P. Emle	Clerk	St. George, N. Y.	National Guard.
J. Murphy	Clerk	St. George, N. Y.	National Guard.
G. A. Charles	Hostler	Clifton, N. Y.	U. S. Navy.
F. Brown	Boilermaker Helper	Clifton, N. Y.	Naval Militia.
C. Haines	Electrician	Clifton, N. Y.	Naval Militia.
T. Calabro	Fire Cleaner	Clifton, N. Y.	U. S. Navy.
S. Castellano	Boilermaker Helper	Clifton, N. Y.	Engineer Corps.
J. O'Hearn	Carpenter	Clifton, N. Y.	U. S. Navy.
W. Reid	Machinist Helper	Clifton, N. Y.	U. S. Army.
R. J. Fitzgerald	Welder	Clifton, N. Y.	U. S. Navy.
G. Ackers	Machinist	Clifton, N. Y.	U. S. Navy.
J. W. Satterfield	Clerk	Pier 22, N. R.	U. S. Army.
T. Ferrier	Talleyman	Pier 22, N. R.	National Guard.

Transportation Department

T. L. Hoban	Foreman	Philadelphia, Pa.	Cavalry.
J. T. Andrews	Foreman	Philadelphia, Pa.	Ninth Engineer Corps.
J. P. Harvey	Yard Brakeman	Philadelphia, Pa.	Second Pa. Infantry.
L. F. Harvey	Yard Brakeman	Philadelphia, Pa.	Sixth Pa. Infantry.
W. T. Carroll	Brakeman	Philadelphia, Pa.	First Pa. Infantry.
W. L. McClure	Clerk	Philadelphia, Pa.	Cavalry.
R. F. Lescallet	Foreman	Baltimore, Md.	Fourth Md. Infantry.
T. W. McCoy	Laborer	Baltimore, Md.	First Md. Infantry.
O. M. Noll	Operator	Baltimore, Md.	Signal Corps.
E. Jones	Truckman	Baltimore, Md.	First Separate Company.
W. G. Cummings	Fireman	Baltimore, Md.	U. S. Navy.
E. G. Shipley	Fireman	Baltimore, Md.	U. S. Army.
W. J. Houff	Fireman	Baltimore, Md.	Troop A, Md.
J. J. Mahew	Fireman	Cumberland, Md.	.....
J. W. Adams	Fireman	Cumberland, Md.	.....
J. E. Sharpes	Brakeman	Cumberland, Md.	.....
P. P. Warden	Bill Clerk	Grafton, W. Va.	Medical Corps.
A. A. Powell	Clerk	Weston, W. Va.	U. S. Navy.
R. Mason	Assistant Cashier	Bellaire, O.	U. S. Navy.
W. H. Downing	Yard Brakeman	Benwood, W.Va.	Infantry.
J. M. Bogard	Fireman	Benwood, W.Va.	U. S. Army.
J. W. Frank	Way-Bill Clerk	Wheeling, W. Va.	Aviation.
R. C. Gruver	General Clerk	Parkersburg	U. S. Navy.
H. E. Green	Brakeman	Connellsville, Pa.	Fourth Pa. Infantry.
C. E. Murphy	Brakeman	Connellsville, Pa.	Tenth Pa. Infantry.
G. J. Byerly	Brakeman	Connellsville, Pa.	Tenth Pa. Infantry.
A. Lingenfield	Conductor	Connellsville, Pa.	U. S. Navy
A. Renodks	Brakeman	Connellsville, Pa.	Tenth Pa. Infantry.
R. C. Klause	Yard Brakeman	Demmler, Pa.	.....
C. G. Flowers	Brakeman	Glenwood, W.Va.	Fourth Pa. Infantry.
A. A. Anderson	Baggageman	Butler, Pa.	Sixteenth Pa. Infantry.
O. W. Scott	Ass't Baggageman	Butler, Pa.	Sixteenth Pa. Infantry.

Transportation Department—Concluded

Name	Occupation	Location	Military Unit
J. L. Sprowls	Clerk	Washington, Pa.	Tenth Pa. Infantry.
S. B. Nellis	Road Foreman	Washington, Pa.	Marines.
L. M. Schultz	Locomotive Fireman	Millvale, Pa.	Marines.
Robert Ware	Laborer	Millvale, Pa.	.....
H. Fife	Yard Brakeman	New Castle, Pa.	.....
H. Riblett	Brakeman	New Castle, Pa.	U. S. Army.
J. H. Ballard	Yard Brakeman	New Castle, Pa.	.....
P. Burd	Yard Brakeman	New Castle, Pa.	.....
A. D. Minanger	Yard Brakeman	New Castle, Pa.	.....
M. B. Jones	Fireman	New Castle, Pa.	.....
C. Elliott	Fireman	New Castle, Pa.	.....
R. E. Brannon	Fireman	New Castle, Pa.	.....
M. H. Tinsley	Brakeman	New Castle, Pa.	.....
B. Farnsworth	Trackman	Newark, O.	Ohio National Guard.
H. H. Varner	Yard Clerk	Newark, O.	Ohio National Guard.
E. J. Swick	Brakeman	Newark, O.	Ohio National Guard.
E. E. Furey	Brakeman	Lorain, O.	U. S. Army.
H. M. Gardner	Yard Brakeman	Lorain, O.	U. S. Army.
W. O. Clark	Telegraph Operator	Columbus, O.	U. S. Army.
A. M. Johnson	Yard Brakeman	Akron, O.	U. S. Army.
F. B. Kenneyd	Yard Fireman	Akron, O.	U. S. Army.
W. C. Linn	Passenger Brakeman	Cleveland, O.	Ohio Engineer Reserves.
J. J. Bessie	Road Brakeman	Cleveland, O.	U. S. Army.
M. Dawson	Road Brakeman	Cleveland, O.	U. S. Army.
J. Fisher	Locomotive Engineer	Cleveland, O.	Marines.
H. Stebbins	Locomotive Fireman	Cleveland, O.	Marines.
W. S. Dunn	Road Brakeman	Cleveland, O.	Fifth Ohio Infantry.
H. E. Buckingham	Yard Brakeman	Chicago Jct., O.	Infantry.
C. D. Ellis	Yard Brakeman	Chicago Jct., O.	U. S. Army.
R. D. Stull	Yard Brakeman	Chicago Jct., O.	Infantry.
Levi Zellers	Switch Tender	Chicago Jct., O.	National Guard.
F. D. Showalter	Yard Brakeman	Chicago Jct., O.	Eighth Ohio Infantry.
F. B. Ridenour	Brakeman	Garrett, Ind.	National Guard.
G. L. Forder	Brakeman	Garrett, Ind.	National Guard.
E. J. Blalock	Fireman	Garrett, Ind.	National Guard.
A. R. Fulton	Fireman	Garrett, Ind.	Illinois National Guard.
B. C. Treaster	Brakeman	Garrett, Ind.	Ohio Infantry.
D. L. Warfield	Brakeman	Garrett, Ind.	Ohio Infantry.
H. T. Hiatt	Fireman	Garrett, Ind.	.....
Carlisle Smith	Fireman	Garrett, Ind.	U. S. Navy.
H. G. Myers	Brakeman	Garrett, Ind.	U. S. Army.
R. E. Doty	Fireman	Garrett, Ind.	National Guard.
W. C. Tomlinson	Brakeman	Garrett, Ind.	U. S. Army.
R. W. Rugman	Brakeman	Garrett, Ind.	National Guard.
I. H. Stutsman	Brakeman	Garrett, Ind.	National Guard.
F. H. May	Brakeman	Garrett, Ind.	National Guard.
G. E. Williams	Yard Brakeman	South Chicago, Ill.	.....
C. C. Woodruff	Operator	Athens, O.	Ohio National Guard.
E. Shaffer	Yard Fireman	Chillicothe, O.	Ohio National Guard.
W. Uhrig	Truckman	Chillicothe, O.	Ohio National Guard.
D. M. Jones	Brakeman	Chillicothe, O.	Ohio National Guard.
F. Pinney	Brakeman	Chillicothe, O.	Ohio National Guard.
E. Hays	Truckman	Wash'gt'n C. H., O.	Ohio National Guard.
A. H. Hicks	Truckman	Wash'gt'n C. H., O.	Ohio National Guard.
C. W. Smith	Baggage Master	Mitchell, Ind.	Indiana National Guard.
Willis Clemenys	Trace Clerk	Cincinnati, O.	Ohio National Guard.
A. S. Hilgemeier	Bill Clerk	Cincinnati, O.	Ohio National Guard.
Walter Surber	Fireman	Seymour, Ind.	.....
W. F. Himmler	Fireman	Seymour, Ind.	Indiana National Guard.
H. O. Miller	Clerk	Mt. Pleas't, W.Va.	U. S. Army.
B. Claycomb	Clerk	Somerset, Pa.	U. S. Army.

Motive Power Department

Name	Occupation	Location	Military Unit
M. J. Michael	Pipe Fitter Helper	Philadelphia, Pa.	U. S. Navy
H. Patterson	Machinist Operator	Philadelphia, Pa.	U. S. Army.
G. D. Marcy	Machinist Apprentice	Philadelphia, Pa.	U. S. Army.
G. M. Buckley	Painter Helper	Philadelphia, Pa.	U. S. Army.
R. Rudd	Grease Cup Man	Philadelphia, Pa.	U. S. Army.
J. J. Mieler	Machinist	Baltimore, Md.	Naval Reserves.
C. H. Hoship	Machinist Helper	Baltimore, Md.	Ninth Pa. Infantry.
C. W. Cole	Box Packer	Baltimore, Md.	Ninth Pa. Infantry.
R. J. Bannon	Stenographer	Baltimore, Md.	Coast Artillery.
S. J. Birely	Machinist Helper	Baltimore, Md.	National Guard.
R. S. Mathias	Supplyman	Baltimore, Md.	First Md. Infantry.
L. Commello	Fire Knocker	Baltimore, Md.	Fifth Md. Infantry.
C. H. Cahill	Laborer	Baltimore, Md.	First Md. Infantry.
W. P. Kenny	First Class Machinist Apprentice	Baltimore, Md.	First Md. Infantry.
L. L. Smith	Machinist Helper	Baltimore, Md.	First Md. Infantry.
T. A. Rockwell	Car Repairman	Baltimore, Md.	First Md. Infantry.
G. H. Schreiber	Laborer	Baltimore, Md.	First Md. Infantry.
C. H. Detrick	Locomotive Watchman	Baltimore, Md.	Fifth Md. Infantry.
H. W. Steadman	Inspector	Baltimore, Md.	First Md. Infantry.
H. G. Conner	Master Car Builders' Accountant	Cumberland, Md.	
Dewey Hawes	Car Oiler	Cumberland, Md.	
H. C. Williams	Car Oiler	Keyser, W.Va.	
R. E. Athey	Car Repairer	Keyser, W.Va.	
J. F. Ware	Laborer	Keyser, W.Va.	
H. L. Williams	Weekly Report Writer	Keyser, W.Va.	
J. R. Smith	Machinist Apprentice	Keyser, W.Va.	
G. C. Chandler	Boilermaker Helper	Keyser, W.Va.	
R. E. Roger	Machinist Helper	Keyser, W.Va.	
E. F. Smith	Locomotive Watchman	Keyser, W.Va.	
T. A. Randolph	Boilermaker Helper	Keyser, W.Va.	
W. H. Allee	Machinist Apprentice	Keyser, W.Va.	
R. E. Smith	Machinist Helper	Keyser, W.Va.	
F. Dantz	Tender Repairer	Fairmont, W.Va.	U. S. Army.
W. Frazier	Material Man	Parkersburg W. Va.	
M. Mustacchio	Blacksmith Helper	Glenwood, W.Va.	Pennsylvania Cavalry.
S. Radgowsky	Material Man	Glenwood, W.Va.	First Pa. Field Artillery.
J. Radgowsky	Boilermaker	Glenwood, W.Va.	U. S. Army.
W. L. Zone	Car Inspector	Glenwood, W.Va.	U. S. Army.
Ivan Stosic	Car Inspector	Demmler, Pa.	
Luka Bucher	Car Repairman	Demmler, Pa.	
D. Moran	Electrician	Pittsburgh, Pa.	U. S. Army.
B. Szuhay	Machine Hand	New Castle, Pa.	U. S. Army.
D. T. Thompson	Ash Pit Laborer	New Castle, Pa.	U. S. Army.
Lee Rodgers	Machinist	New Castle, Pa.	Aviation Corps.
C. Rippen	Car Repairman	New Castle, Pa.	U. S. Cavalry.
Roy Strong	Boilermaker Helper	New Castle, Pa.	U. S. Navy.
E. C. Fuller	Locomotive Coal Passer	Mt. Vernon, O.	Ohio National Guard.
L. R. Sobraske	Machinist Operator	Mt. Vernon, O.	Ohio National Guard.
H. K. Maxwell	Fire Knocker	Mt. Vernon, O.	
P. C. Lane	Machinist Operator	Mt. Vernon, O.	
S. J. Zmyslony	Machinist Operator	Mt. Vernon, O.	
R. Loutzenhiser	Machinist Apprentice	Mt. Vernon, O.	Indiana National Guard.
E. Rule	Boilerm'r Shop Hand	Mt. Vernon, O.	
M. J. Silliman	Pipe Fitter Appren.	Mt. Vernon, O.	National Guard.

Motive Power Department—Concluded

Name	Occupation	Location	Military Unit
K. A. Novinger	Ass't Boiler Inspector	Mt. Vernon, O.	U. S. Navy.
K. Briggs	Machinist Apprentice	Mt. Vernon, O.	Indiana National Guard.
C. J. Southworth	Machinist Helper	Chillicothe, O.	Ohio National Guard.
Roy Addley	Air Brake Representative	Chillicothe, O.	Ohio National Guard.
W. H. Clark	Punch Press Oiler	Chillicothe, O.	Ohio National Guard.
Earl Conrad	Machinist Helper	Chillicothe, O.	Ohio National Guard.
J. H. Detty	Machinist Helper	Chillicothe, O.	Ohio National Guard.
U. L. Beatty	Machinist Helper	Chillicothe, O.	Ohio National Guard.
D. M. Baker	Boilermaker Helper	Chillicothe, O.	Ohio National Guard.
John E. Minter	Machinist Apprentice	Washington, Ind.	U. S. Army.
Michael M. Perea	Machinist	Washington, Ind.	U. S. Army.
Harry Percifield	Machinist	Washington, Ind.	U. S. Army.
Thomas J. Miley	Machinist Helper	Washington, Ind.	U. S. Navy.
Luther Jackson	Laborer	Storrs, O.	U. S. Army.
Leo J. Maschinot	Electrical Repair Helper	Cincinnati, O.	U. S. Army.
J. A. Sellers	Boilermaker Helper	Washington, Ind.	Infantry.
J. D. O'Havre	Laborer	Flora, Ind.	Infantry.
John Trowbridge	Pipe Fitter Helper	Washington, Ind.	Infantry.
C. C. Cooper	Piece Work Inspector	Connellsville, Pa.	Tenth Pa. Infantry.
O. P. Mosler	Car Checker	Connellsville, Pa.	Tenth Pa. Infantry.
D. H. Miller	Laborer	Connellsville, Pa.	Hospital Corps.
L. F. Daniels	Blacksmith Helper	Connellsville, Pa.	Tenth Pa. Infantry.
A. C. Tromley	Painter	Connellsville, Pa.	Tenth Pa. Infantry.
W. L. Smyth	Machinist	Connellsville, Pa.	U. S. Army.
H. R. King	Machine Hand	Connellsville, Pa.	U. S. Army.

Maintenance of Way Department

J. F. Shiflett	Trackman	Baltimore, Md.	U. S. Army.
E. G. Taylor	Carpenter	Baltimore, Md.	Battery A, Md.
J. Coates	Trackman	Baltimore, Md.	First Separate Company.
S. Hawkins	Trackman	Baltimore, Md.	First Separate Company.
J. W. Thasker	Carpenter	Baltimore, Md.	First Virginia Infantry.
H. E. Stewart	Trackman	Baltimore, Md.	Fourth Md. Infantry.
E. E. Selders	Trackman	Oakland, Md.	.....
William H. Grutzner	Carpenter	Hancock, Md.	.....
H. W. Davis	Carpenter Helper	Cumberland, Md.	National Guard.
C. R. Whitney	Mason	Cumberland, Md.	National Guard.
E. W. Putts	Signal Helper	Martinsburg, W. Va.	.....
E. R. Mayes	Trackman	Apple Grove, W. Va.	U. S. Army.
E. Wilson	Trackman	Apple Grove, W. Va.	U. S. Army.
T. S. Patterson	Assistant Engineer	Pittsburgh, Pa.	Engineer Reserves.
Bert Creamer	Mason	Zanesville, O.	U. S. Navy.
H. Robinson	Painter	Canton	U. S. Army.
J. Butler	Trackman	South Park	U. S. Army.
S. R. Phillips	Bridge Inspector	Cleveland, O.	U. S. Army.
George W. Tillis	Carpenter Helper	Washington	Ohio National Guard.
Edgar Tillis	Carpenter Helper	Washington	Ohio National Guard.
Arch Rhodes	Signal Repres'ntative	East Norwood, O.	Signal Corps.
A. J. Maffey	Signal Repres'ntative	East Norwood, O.	Signal Corps.
O. Drake	Signal Repres'ntative	East Norwood, O.	Signal Corps.
A. Bush	Signal Repres'ntative	East Norwood, O.	Signal Corps.
John Kissell	Signal Repres'ntative	East Norwood, O.	Signal Corps.
Lowell Brodges	Laborer	Huron, Ind.	Signal Corps.
L. String	Track Laborer	Meyersdale, Pa.	U. S. Army.
H. Beal	Track Laborer	Meyersdale, Pa.	U. S. Army.
F. S. Herwick	Track Laborer	Meyersdale, Pa.	U. S. Army.



FAREWELL DINNER IN HONOR OF MAJOR GRAMMES

"Good-Bye and a Safe Return"

R. A. Grammes, Assistant Superintendent of Baltimore Terminals, Sent to France as Major of Ordnance

MORE than one hundred employes of the Baltimore and Philadelphia Divisions gathered at the Hotel Rennert on August 13 to participate in a farewell dinner given in honor of R. A. Grammes, assistant superintendent of the Baltimore Terminals, who in a competitive examination conducted by the Government, and in which 240 men participated, came out at the top of the list and has been commissioned Major of Ordnance. Major Grammes has been sent abroad and will be located at a French seaport, where he will have charge of the issuance of equipment, munitions, food, clothing, machinery and other materials destined to the units on the firing line. He will have charge of the warehouses at the port, as well as supply stations at the front. The farewell dinner was arranged by a committee headed by W. A. McCleary. W. T. Moore was toastmaster.

Among the speakers were superintendents Gorsuch and White, superintendent of car service G. F. Malone, general superintendent of police Edmund Leigh, H. L. Denton, W. L. Robinson, E. E. Brewer, E. S. Carney, J. J. Geigan, Henry Hellwig, E. E. Herold, P. M. Barnes, the Rev. E. K. Thomas and J. W. Ellard, of the Terminal Heating and Freezing Company.

Vice-Presidents Thompson and Davis, general superintendent of transportation J. R. Kearney, general manager R. N. Begien and general superintendent F. E. Blaser, who were unable to attend, sent letters congratulating Major Grammes.

At the conclusion of the dinner Mr. McCleary arose and in a neat speech complimented Major Grammes on his appointment, and on behalf of his co-workers presented the major with a handsome ring.

Major Grammes was born in France, October 29, 1876, in the village of Byrne, near the seaport of Lorraine. He came to America in his youth and began his railroad career as a clerk in the Operating Department of the Baltimore and Ohio at Baltimore. After several advancements he became yardmaster at Grafton, W. Va., subsequently being transferred to Cumberland and Philadelphia. He was next promoted to assistant superintendent.

Railroad Bees

By Dr. Frank Crane

From the "Baltimore Star"

On the X. Y. & Z. Railroad, as I was traveling, I saw a curious placard.

The X. Y. & Z., as everybody knows, is the main line of Altruria.

Every once in a while we get some real good ideas from Altruria, and perhaps some of the railways in the U. S. A. might profit from this, my theft. It was as follows:

LOOK OUT FOR BEES!

There are several kinds of bees on this line of road. If you mind them they bring you honey of content. If you don't, why—you get stung.

Here are some varieties which agents, conductors, brakemen and porters have been at pains to collect. We list them for your benefit.

We know that if you become familiar with them it will not only add to your personal comfort, but it will make lighter our task of serving you.

1. BE POLITE! This comes first because it's about the most important thing used by the traveling public. Politeness will get you out of more difficulties, climb you more hills, cut you more barb wires, find you more smiles than any other quality you can acquire. And it's all a matter of habit, you know.

2. BE SURE! Don't guess. Don't think. Don't suppose. Find out exactly. Know. Know about your train time, your money, your baggage, everything. And if you don't know, ask.

3. BE CLEAN! You owe it to your fellow-travelers to be as clean as you can. When you litter up a car you are spreading discomfort and maybe disease. When your face is dirty and your clothing soiled you are an offense. Clean up! Water and whisk brooms are cheap.

4. BE HONEST! Even when nobody's looking. Don't steal, even from a railroad. You may hurt the road some, but you hurt yourself a lot more.

5. BE ON TIME! A railway train is a huge mass of steel and iron and wood and humanity that is projected through space with the speed of an arrow. It can't wait. Be on time—and the surest way is to get the habit of being ahead of time.

6. BE PATIENT! When you're alone you can do as you please. But when you are out among your fellow-creatures the only way is to yield a little, bear with more, and hold your tongue most of all.

7. BE CHEERFUL! Look pleasant, whether you feel so or not, and you will help dispel the natural gloom that tends to settle down on people that are tired, hungry and anxious.

8. BE CONSIDERATE! Think of other people! The more kindly thought you throw out into humanity the more cheer will come back to you. Don't be officious, nor meddlesome, nor a nuisance, but—you know—be considerate!

9. BE CAREFUL! Look where you are going! Study on your business problems and domestic tangles and chess games when you get home and can lock yourself in your own room alone. Don't meditate on these things while you're on a railway platform. Stop! Look! Listen! Better be careful a hundred times than get killed once.

Watch out for these Bees!

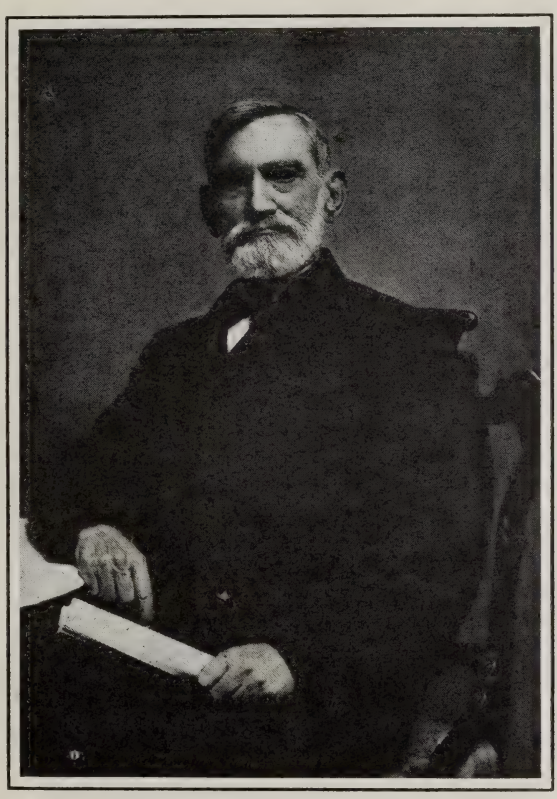
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Courtesy Associated Newspapers

Captain James Bumgardner, Jr.

Late Shenandoah Division Counsel Participated in the Capture of John Brown at Harper's Ferry, Fought Under "Stonewall" Jackson and Helped Organize the Valley Railroad

THROUGH the death of Captain James Bumgardner, Jr., at his home at Staunton, Va., on September 2, the Valley of Virginia lost one of her most distinguished citizens. He was senior member of the firm of Bumgardner & Bumgardner, division counsel for the Shenandoah Division of the Baltimore and Ohio Railroad, and local counsel for the Company. Captain Bumgardner was eighty-two years old and died after a short illness of pneumonia. He was laid to rest in the family burial ground at "Bethel Green," in Augusta County. Draping the bier was a Confederate flag, and the casket was borne by the loving hands of old comrades.



CAPTAIN JAMES BUMGARDNER, JR.

His connection with the railroad began with the incorporation of the Valley Railroad Company, whose charter was granted by an act of the General Assembly of Virginia passed February 23, 1866. This association continued to his death—a period of over fifty years of unbroken service.

Captain Bumgardner studied law in the office of the late Judge Hugh W. Sheffey and he was admitted to practice in 1859, entering into a partnership with Judge Sheffey, under the style of Sheffey & Bumgardner. This partnership continued until the death of Judge Sheffey on April 4, 1889.

Both members of the firm participated actively in the movement which resulted in the organization of the Valley Railroad Company, and in its subsequent incorporation as a constituent company in the Baltimore and Ohio System. Judge Sheffey presided at the meeting of the delegates appointed from the various counties and cities in the Valley of Virginia interested in the organization of the Company, which assembled at Staunton on April 4, 1866, for the purpose of taking proper steps to secure subscriptions of sufficient stock to comply with the conditions of the Company's charter.

Captain Bumgardner was elected a director of the Company in 1870. The directors at a meeting held May 31, 1870, made formal appointment of Sheffey & Bumgardner as counsel of the Company,

although prior to that time they had rendered such services as were required.

The late John W. Garrett took a deep interest in the railway development of the south following the Civil War, and at the directors' meeting held on May 16, 1870, the officers reported a subscription of $700,000.00 by Mr. Garrett as president of the Baltimore and Ohio Railroad Company, making the aggregate of the stock subscription to be $2,400,000.00. The Baltimore and Ohio Railroad Company subsequently increased its subscription to over $1,500,000.00.

General Robert E. Lee became president of the Valley Railroad Company and was at the head of this Company at the time of his death on October 12, 1870. It was largely through General Lee's influence that the City of Baltimore became interested in the enterprise, and subscribed $1,000,000.00 to its capital stock.

Since 1894, and up to the time of his decease, Captain Bumgardner was associated with his son, Rudolph Bumgardner. In his later years he had given up the more exacting duties of his profession; but up to the time of his last illness he rarely missed a day at the office and his mental alertness, his keen interest in life and affairs, and his wonderful physical activity remained unabated. Although he attained the ripe age of nearly eighty-three years, he never grew old, never suffered the infirmities of age. The end of his long, active, useful, and remarkable life came like a tired child sinking to rest.

James Bumgardner was the eldest son of Lewis Bumgardner of Augusta County, Virginia, who removed to Missouri in the early days. He was born at Fayette, in Howard County, Missouri, on January 18, 1835. His mother's maiden name was Hettie Ann Halstead of Lexington, Kentucky. The family moved later to Plattsburg, Missouri; but in 1847, when a lad of twelve years, he returned to Virginia with his parents, living first at Greenville and later at Staunton. At that time western Missouri was a pioneer settlement, and beyond doubt his vigorous constitution, which served him in such good stead in later years, was due in some measure to the rugged conditions which surrounded his childhood.

He received his elementary education in the local field schools; spent the two sessions of 1849-51 at the Brownsburg Academy; entered the Academic Department of the University of Virginia in the fall of 1851, and spent two years at that institution. In association with the late Colonel C. C. Wertenbaker, Major J. Marshall Hanger and others he founded at the university the Virginia Alpha Chapter of the Phi Kappa Psi Fraternity. This has grown into one of the largest and most noted of college fraternities. He always maintained his interest and love of the institution, and at the time of his death was the oldest member of the order in point of membership. After leaving the university he engaged in teaching for several years.

His military career commenced with the organization of the celebrated West Augusta Guard in 1856, of which he was a charter member. This command still maintains its existence, and is now in the United States service. As a lieutenant he was present with his company at Harper's Ferry in the fall of 1859 on the occasion of John Brown's Raid, and participated in the capture of Brown and his fellow conspirators. Later he was on duty with his company at Charles Town at the execution of Brown.

This company was ordered to Harper's Ferry on April 17, 1861, at the outbreak of the Civil War. On the organization of the troops there the Guard became Company L of the Fifth Virginia Regiment, and was assigned to the command of General "Stonewall" Jackson as a part of the brigade, which, after the battle of Manassas, was ever known as the famous "Stonewall Brigade." Bumgardner was assigned to duty as regimental adjutant, and in this capacity was brought for the first year of the war in almost daily contact with General Jackson, whose marvelous genius has excited the admiration of the world.

In May, 1862, he was elected first lieutenant of Company A of the Fifty-second Virginia Regiment, and later, in September, 1862, was elected captain of Company F of that regiment, in which capacity he



HARPER'S FERRY IN WAR TIME

The railroad bridge and arsenal (in right foreground) were partly destroyed by the Confederates. Near the railroad bridge can be seen the pontoon bridge used for the passage of troops.

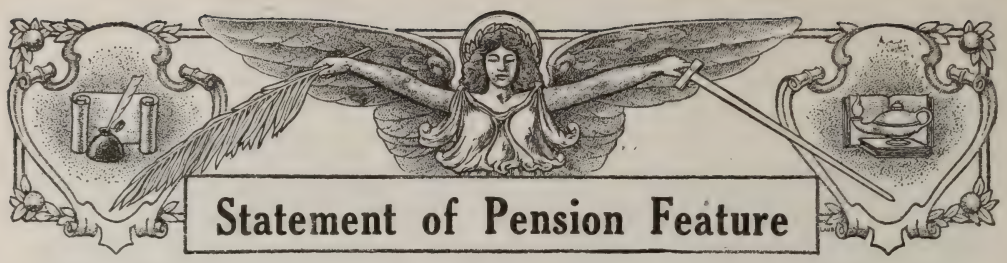
served until the close of the war. His military career ended on September 19, 1864, with his capture at the Battle of Winchester. With other prisoners he was removed to Baltimore, and after a short confinement there was taken to Fort Delaware, where he was held a prisoner until June 22, 1865.

On December 27, 1863, he married Miss Mary Mildred Bumgardner, his cousin, who died in 1909. Of this union six children, two sons and four daughters, survive him.

During the war he participated in forty-three engagements, among them first and second Manassas, Jackson's Valley campaign, Antietam, Chancellorsville, Fredericksburg, Gettysburg, Wilderness, Cold Harbor, Early's Pennsylvania campaign, and the raid upon Washington. At the Wilderness battle he was engaged at the Bloody Angle. It was through an opening in his company that General Lee was led to the rear when endeavoring to lead the charge on the memorable twelfth of May, 1864. Strange to say, he never received an injury in service.

Immediately following his return from the war he was elected attorney for the Commonwealth. Under the reconstruction regime all state officers were removed, and a military government established. Notwithstanding the appointment of a military officer to this position, Captain Bumgardner continued to discharge the duties of the office, and was permitted to receive the emoluments thereof. Upon the resumption of the state government he was re-elected to the office in 1870, and held it continuously by successive re-elections until 1883, when he declined to stand for further re-election.

He enjoyed the esteem and love of his comrades, and for a number of years served as commander of the local camp of Confederate Veterans, and at the time of his death was commander of the Fourth Virginia Brigade of the United Confederate Veterans, with the rank of Brigadier-General.



Statement of Pension Feature

Employes who have been honorably retired during the month of August, 1917, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Brannan, John	Laborer	M. P.	Baltimore	48
Donohoe, Thomas	Trackman	M. of W.	Cleveland	21
Emery, Charles R.	Engineer	C. T.	Indiana	40
Hilleary, John W.	Engineer	C. T.	Baltimore	45
Miller, James H.	Oil Car Conductor	Stores	Newark	25
Moore, John E.	Engineer	C. T.	Philadelphia	31
Morris, John	Crossing Watchman	C. T.	Illinois	46
Nagel, Charles	Watchman	C. T.	Chicago Terminal.	15½
Shannon, Patrick	Trackman	M. of W.	Illinois	51
Twigg, Luke V.	Section Foreman	M. of W.	Cumberland	44

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1916, over $296,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,135,504.85.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Diegler, Nicholaus	Laborer	M. of W.	Illinois	July 29, 1917.	38
Dugan, Henry	R. H. Laborer	M. P.	Cumberland	Aug. 2, 1917.	40
Stroud, Robert L.	Pump Foreman	M. of W.	Indiana	Aug. 8, 1917.	43
Luebbe, Louis	Stevedore	C. T.	Indiana	Aug. 9, 1917.	12
Faith, William C.	Material Distributer.	Stores.	Pittsburgh	Aug. 17, 1917.	44
Ohr, John T.	Patrolman	Police.	Cumberland	Aug. 20, 1917.	34
Nagle, Joseph H.	Helper	C. T.	Baltimore	Aug. 22, 1917.	43

Activities of the Commercial Development Department

By W. H. Manss

Assistant to Vice-President in Charge of Commercial Development Department

(From Speech Delivered at Deer Park, June 29, 1917)

"I HAVE been asked to tell you a word or two about the Commercial Development Department. The success of this department belongs to this man, our chairman (applause), and it belongs to all of you because of your heartiest, sympathetic cooperation. Now you have the opportunity of applauding yourselves. (Laughter.)

"What do we mean by 'Commercial Development Department?' I believe the best description of a Commercial Development Department is this: It is the organized business department for the scientific salesmanship of intensified transportation service. I do not mean by that that solicitation on the part of railroads does not exist. I, therefore, use the words 'scientific salesmanship' advisedly.

"There are only five institutions in the United States that have such a department—the Baltimore and Ohio Railroad, the Tabor Manufacturing Company of Philadelphia, the Link Belt Company of Philadelphia and Chicago, the DuPont Powder Company and the National Cash Register Company of Dayton, Ohio.

"We mean, by scientific salesmanship, a salesmanship that understands thoroughly the conditions which it must meet. In order to understand the conditions which the Baltimore and Ohio Railroad must meet to serve its customers most effectively, we have made sixteen industrial surveys of sixteen different cities and districts along the Baltimore and Ohio Railroad since October 1, 1916.

"We have prepared in that time some fifteen industrial briefs, which have been complimented as highly as any briefs could be. The greatest steel engineer in the United States and the president of one of the greatest steel companies in the United States personally requested copies of one of the briefs for their libraries; and our briefs on the location of the armor plate plant either at Huntington or Cumberland compelled the Government to name Cumberland second and caused persons at Washington to ask for copies of the briefs and surveys not only because of their comprehensiveness and clarity but also because of their uniqueness. We have at the same time made over seventy-eight reports on facility conditions, and I wish to take this opportunity to congratulate Mr. Lane on his presentation of those things having to do with industrial development from an engineering standpoint.

"In that same period of time we have made over forty-one reports on conditions as to raw materials. We have made studies of commodities that are manufactured. We have prepared resource maps. In other words, we have been trying to find out, with your cooperation, just what our natural resources are, how they can best be developed and in what markets they can be sold. Also, we have been making surveys to find out what the labor situation is, as to supply, wage scales and turn-over; housing conditions, rents, types of workmen's homes, taxes, fire protection and other public conveniences; suitable factory sites; adequacy of transportation facilities; and a hundred and one other factors, all of which a manufacturer needs to know when selecting a location. By having a survey of conditions as they exist along the Baltimore and Ohio Railroad we are able to assist you men from the Traffic De-

partment in your solicitation and in your salesmanship, as well as assist the other departments—operating, engineering, etc.

"By knowing these conditions also, we have been able to guide producers of raw materials to the proper sources and to advise manufacturers where their plants should be located so as to secure most economical operation in assembling the raw materials, in maintaining a labor force and in distributing the finished product to the ultimate consumer. Plants located with such regard to the cost of operation, selecting a carefully calculated location, have the best chance to succeed, and we want only successful companies on our rails. Failures cut down freight revenue, throw workmen out of employment, depress communities and otherwise retard development.

"We have located this year 731 new industries with side track connections. Our Industrial Department should have the greatest compliment paid to them for this activity. It is the record of the world. When Prussia located 240 industries in ten years it became an historic fact. When this industrial bureau, under Mr. Hartzell and the other men he has with him, located 731 new industries in these times and under these conditions, I for myself heartily congratulate the Industrial Bureau. (Applause.)

"Now the question has been asked why, with this excess tonnage offered, with the limited facilities we have for handling this excess tonnage, why should we continue the work? In 1915 there was paid out in dividends and interest $364,000,000; in 1917, that is, June 1, there was $547,000,000 paid out as interest and dividends on industrial concerns in the United States, or in other words, an increase of $180,000,000; and surely with our estimated earnings for those 731 industries of over $16,000,000 per annum we are entitled to new freight equivalent to at least three per cent. of the interest and dividends paid out for the industries of the United States during the last two years. If our industries do not increase in proportion to the development of the country, we will become a relatively less important factor as a transportation medium. That is the best answer I can give you for what we are doing along industrial lines. (Applause.)

"Not all of our activities have been confined to the securing of new industries or the making of surveys preliminary thereto. We have tried, through all of our bureaus with their staff of trained investigators and industrial specialists to assist our government in these trying times in every way possible. In this connection, our investigation of agricultural conditions, the conduct of educational work among farmers and among those who market agricultural products, have been most productive of good results.

"We have tried to point out by pamphlet, bulletin, public addresses and otherwise, the seriousness of the food situation for ourselves and our Allies and through these means we have succeeded in stimulating a greater interest than ever before existed along our railroad in the production of foodstuffs, the diversification of crops, more careful and more scientific farming from every angle. The proper cultivation of the soil; the selection of seeds; the fighting of insects, blights and other plant diseases; and the marketing of farm crops have all received attention from us in the hope that a greater yield per acre and a larger acreage in Baltimore and Ohio territory might help win the war.

"I need not remind you of our campaigns for city gardens and for farm labor. In these you have all helped us. Let us call your attention briefly, however, to the great room for improvement that exists in the United States to increase our acreage yield of foodstuffs. For the last ten years we have averaged 15.6 bushels of winter wheat per acre. The average in Germany is 28.9 bushels. In southern Indiana many farms produce 45 to 60 bushels by applying scientific methods in selecting seed, cultivating, etc. Our oat yield is 29.3 bushels, against 50.7 in Germany and 44.3 in England. Our average corn yield is 26 bushels when every one knows that 100 to 125 bushels can be produced without great difficulty in many parts of the United States. Egypt averages 45. Germany and England raise 10 bushels more barley to the acre then we do. Ireland raises 13

bushels more rye per acre then we. We get only 91 bushels of potatoes to 200 in Germany and 194 in the United Kingdom. And so it goes through the list of crops.

"For the most part America has practiced only extensive production, giving little thought to the yield per acre. The Commercial Development Department, as a patriotic duty and for selfish purposes as well, has strived to change all this. Changing the methods of farming to produce better results is a slow process, but we believe that we have been measurably successful.

"Let me close with this thought. As Mr. Willard has so well said and stirred us this morning by his talk—this is a day of cooperation. I do not think he could have said anything more stirring or anything that touched our hearts and our minds more deeply than when he said that his contentment, his happiness and his satisfaction was to remain our president on the Baltimore and Ohio Railroad. (Applause.) That removes a rumor, that cements a tie, that unites us more closely, that is following a leader who knows neither time nor effort, who for his nation and country is thinking and working and, as a trustee, is laboring as he did of yore. Already the nation has come to regard him as the Lloyd George of the United States, the leader of the industries that will win the war. Let us resolve today to renew our strength, revive our spirit and pledge each other again that we will follow our leader to the accomplishment of the work he has in mind. (Applause.)

New Machine Tools

By J. T. Carroll

Assistant General Superintendent Motive Power

IT may be interesting to the officers and employes of the Baltimore and Ohio Railroad to know something of what has been done within the past two years in the matter of purchasing machine tools for use in the Motive Power Department of the Company.

Some of these tools were purchased to replace old and worn out ones; others to perform a class of work made necessary by change in design of, or additional appliances now in use on locomotives and cars to modernize them; others have been purchased to replace tools that have become obsolete due to the progress that has been made in the way of tool steel, high-speed steel having made it possible to remove metal in such quantities that the older tools were not able to stand up under the added strain.

Some of the details as to the number and classes of tools that have been purchased will be shown by the fact that from July, 1915, to August, 1917, there have been 261 tools purchased, 171 of which have been received and 143 having been completely installed and put into operation. The 261 tools purchased cost the Company approximately $597,000.00.

The classes of tools purchased for this amount of money are as follows: 82 lathes and turning tools, 12 boring mills, 28 hydraulic presses for different purpoess, 16 grinding machines for different purposes, 8 car wheel and cylinder boring machines, 13 drill presses, 5 milling machines of different classes, 15 shapers and planers, 6 flue welding machines, 4 bolt turning and threading machines, 4 punches and shears, 2 slotters, 7 shears, 59 miscellaneous tools.

Considerable benefit has already been derived from the tools that have been installed and the remainder of the tools are being delivered at such a rate as to permit the shop forces to get them installed and into operation without interfering with the present methods of handling the work.

All of the 261 tools purchased have either been delivered or are promised for delivery by not later than April, 1918.

The Esequiel Jewels

By Arthur Walter Grahame

(Continued from August Number)

AS Captain Beck had remarked, Asbury Park seemed a queer place for anything in the way of adventure. For the next week and a half he and Jack amused themselves as did the other guests at the hotel. They played tennis or bathed in the surf in the morning, loafed along the boardwalk in the afternoon and in the evening danced, played bridge and flirted. Jack almost forgot the risky work they must do to recover the Esequiel jewels and Beck, who soon became one of the most popular men at the hotel, did not seem to have a care in the world.

"There is no use in doing anything until we are ready to leave," he remarked to Jack. "I, for one, am going to have as good a time as I can until it's time to get to work."

They saw Rojas on the boardwalk or the hotel veranda two or three times each day, but he did not again address them. Of the woman who had taken the jewels they saw nothing.

Toward the middle of the second week the weather, which had been warm and fair, changed. A strong northeast wind began to blow and in a few hours a heavy surf was pounding in on the beach. Beck looked out over the white-capped sea with an anxious eye.

"It looks like a three or four days' blow," he said. "I hope that it doesn't get so bad that they can't send a boat in."

Wednesday night, as they were preparing for bed, he tossed a roll of bills on the table.

"Here is the balance of your five hundred, Jack," he said. "I will give it to you now. I don't know what will happen in the next few days."

"Saturday night, or rather early Sunday morning, is the time set for the schooner to send a boat ashore. But she is to come in to within a mile or so of the beach the night before and show a signal to let me know that all is right. I will return it and she will run out of sight of land. Saturday night she will run in again and send her boat ashore at two o'clock Sunday morning. On Friday night I will make my try for the jewels."

"Then you have a plan?" asked Jack.

"Yes, but it is dangerous and not at all sure," replied Beck. "I have been browsing around a bit and have learned several things. The office is closed at one o'clock, but an electric light is left burning all night, directly above the smaller safe. There is a glass door leading to the corridor, and along this corridor the watchman is supposed to pass every hour. But I have learned that Rojas has paid the watchman to give especial attention to the safe, so now he sits in the corridor just outside the glass door all night and only leaves his post for a few minutes—not more than two or three at most—each hour to ring up his record clock.

"So, you see, we must find some way of putting the watchman out of the game. I don't want to hurt the poor devil, so I suppose that chloroform is the only thing—and that's mighty risky. But it's the only chance we have.

"Oh, by the way, when I was in the office this afternoon the key was in the glass door. While I was smoking a

cigarette and apparently waiting for someone, I managed to make an impression of it in a piece of wax. I took the impression to a locksmith and will have a key tomorrow, so we won't have any trouble entering the office."

"Beck," said Jack seriously, "I have a scheme that I think may be better than putting the watchman to sleep. As you may have noticed, the safe is in the rear of the office, quite fifty feet from the corridor in which the watchman sits. There is a small lavatory at the rear of the office, the door of which is not ten feet from the safe."

"Well, how does that help us?" asked Beck.

"Leave it to me," replied Jack. "My scheme may not work, and in that event we can always fall back on the chloroform.

"Rojas, as you know, always goes out an hour or so after breakfast, and does not return until luncheon. He knows that we can do nothing while there is anyone in the office. Tomorrow morning, as soon as we see him go, we will enter the office and you must engage the clerk's attention. This little kodak of mine will slip into my pocket, but it has a remarkable fine lens and takes a very clear photograph. While you are talking to the clerk I will take a picture of the safe."

"What then?" asked Beck.

"You go out as usual for the rest of the day and tell people that I am laid up with a headache."

"I don't see what the deuce you are driving at," said Beck, "but go ahead. One way or another, I mean to get those jewels on Friday night!"

"By George, I think you will," said Jack. "But I must go and buy some things. See you at dinner."

Jack went to a dealer in artists' materials and bought a large piece of canvas, an easle, a pallette, some tubes of paint and a half dozen brushes.

The next morning, after watching Rojas start toward the beach, Beck and Jack sauntered into the hotel office. Beck strolled over to the desk, bought some cigars and started to tell the clerk a story. Jack walked unnoticed to the rear of the room, drew the kodak from his pocket and took two snap shots of the safe. He was standing at the desk when Beck finished the story and joined in the laugh that followed.

"I would like to know what the deuce you are up to," said Beck, as they parted in the corridor.

"Come up to the room at dinner time, and you will see," replied Jack. "I am going to be busy all day."

Beck spent the day in his usual manner. At six o'clock he went to their room.

"Well, what is the mystery?" he asked as he opened the door.

"There," replied Jack, pointing to the corner of the room.

"The safe!" exclaimed Beck, his mouth agape.

"No, but a pretty good painting of it, if I do say so," said Jack. "I developed and printed the photograph this morning, and painted the picture from it."

"I see your plan," said Beck. "Jack, you're a wonder!"

"I think that it will fool the watchman," replied Jack with a grin.

V

An hour after midnight Saturday morning found Captain Beck and Jack Martin standing on the beach a mile below the end of the boardwalk. It was a wild night, the wind blowing a gale and driving the rain before it in long slanting lines.

"If this keeps up they will never be able to send a boat ashore tomorrow night," said Jack, shouting to make his voice heard above the roar of the surf.

"No, and I very much doubt if they will dare come in close enough to signal me tonight," replied Beck. "It is pretty thick and they would have to come close inshore. I suppose—there they are! Did you see it? Two long flashes and a short one."

He drew an electric pocket flash from his coat and flashed it four times toward the sea.

"I don't suppose that they could see that," Beck said, as they turned away, "but if he got no answer to his signal he

was to send the boat anyhow. He risked his schooner coming so close. Now for the safe!"

They returned to the hotel and made their preparations. Both changed their leather shoes for rubber-soled tennis sneakers and each placed a pistol in his pocket. Beck added his electric flash lamp. Then, turning off the light they waited in silence.

"Ten minutes of three," announced Beck at last, flashing the lamp on his watch. "The watchman rings up his clock at three o'clock. Come on!"

They crept cautiously down the stairs. Hidden behind a turn in the deserted corridor they waited. The big hotel was in absolute silence. After they had been standing there for a few minutes, each one of which seemed to Jack's taught nerves to be hours long, they heard a chair pushed back and then the watchman's heavy tread as he moved in the direction of the outer door.

"Quick!" whispered Beck. "We only have three minutes."

Noiseless in their rubber-soled shoes they ran down the corridor. Beck's key worked beautifully and they were in the office in a flash. The only light burning was the electric lamp above the smaller safe. Jack unrolled the canvas and adjusted the wire frame that held it in position. Then they pushed the small safe into the lavatory, placed the painting in its place and themselves entered the lavatory, closing the door behind them.

When the watchman returned a few minutes later he peered through the glass door. The office was deserted, the light burned over the safe in the further corner and apparently all was as he had left it five minutes before.

Beck turned the combination in accordance with the directions that Rojas had written the night that Jack had been robbed of the box and the door of the safe opened. He flashed the light inside and they saw the familiar paper wrapped box. Beck drew it out and unwrapped it in the dark, breathing hard in his excitement. Then, flashing the lamp on it, he opened the lid.

"The Esequiel jewels," he whispered. "Thanks to you, Jack, old man!"

"Good Lord!" gasped Jack, dazzled by the gleams of many colored fire that shot from the open box of diamonds, rubies and emeralds. "No wonder Rojas wanted them. They must be worth a fortune."

"They are," said Beck, turning off the light and putting the box in his pocket. "Your's and mine, I hope."

For a long hour they sat in silence, straining their ears for the slightest sound and praying that nothing would cause the watchman to enter the office. At last they heard the scraping of the chair as he arose and the sound of his foot-steps as he moved away.

"Quick work now, and we're out of it!" exclaimed Beck, as he pushed open the door.

They pushed the safe back to its position and while Jack was rolling up the painting Beck opened the door to the corridor and peered out. The way was clear and a moment later he and Jack, after noiselessly closing the office door behind them, were running up the stairs to their room.

When the watchman returned he again looked into the office. The light still burned over the safe, the door was locked and everything was as he had left it. He yawned and tilting back his chair, composed himself for a comfortable nap.

"Jack, my boy," Beck was saying at that moment, as they smoked a cigarette in the darkness of their room, "the two years in Paris are your's, and you've surely earned them. I will write you a check in the morning. And I would give another for the same amount to see Rojas' face when he opens that empty safe!"

VI

The storm continued to rage until Saturday noon. Then it brightened to seaward, the fury of the gale suddenly decreased and the rain ceased. Before the afternoon was over the sun was shining brightly, but the sea, lashed into madness by the three day gale, pounded in on the beach with unabated fury.

The day passed without any unusual event. At dinner they saw Rojas at a nearby table, but he seemed to pay no attention to them.

"I don't think that he would have such a good appetite had he visited the safe," laughed Jack.

After dinner they walked to the beach. Beck shook his head doubtfully at the sight of the heavy surf.

"They may try to send a boat in, but it will be a big risk," he said. "At any rate, I must be ready."

At eleven that evening they went to their room to make the necessary preparations for Beck's departure. The hotel bill had been paid, and Jack, who if all went well expected to leave the following morning, was to say that Beck had been called away by an unexpected telegram.

"Jack, old boy," said Beck, as he finished packing a small bag, "here is my check on the Bank of London for four hundred pounds. No thanks—you have more than earned it. When I have disposed of the jewels I'll look you up in Paris. Now, what do you think of this?"

He held out a cork ball, the kind that is used for tossing about in the surf and on the beach.

"What in the world are you going to do with that?" asked Jack.

"The jewels are in the ball," said Beck, leaning closer and speaking in a whisper. "The box that they were in is in my pocket, so if anything should happen to me—"

He was interrupted by a gentle knock on the door.

"Who the deuce can that be?" whispered Jack.

Beck dropped the ball in his pocket and seated himself on the bed, his right hand concealed by one of the pillows.

"I have the door covered," he said, quietly. "Open it and step quickly aside."

Jack opened the door and Rojas walked into the room.

"I have come to wish Senor Beck a pleasant voyage," he said softly, bowing and smiling. "You can drop your pistol, senor—I am unarmed and have no wish to harm you. You may embark without fear of molestation from me, and my one hope is that you bear no malice in the matter of the jewels. You understand, of course, that I was merely acting under orders, and will remember that I gave you fair warning."

"I bear no malice," replied Beck, without moving from his position. "Good night."

"Be careful, Senor Beck," added Rojas as he backed out of the room. "The sea is rough tonight, and it would desolate me should any accident happen you now."

"He knows that the jewels are gone!" exclaimed Beck as soon as the door had closed behind their visitor. "I wonder how the deuce he found out about the schooner? You may be sure that he had some object in coming here tonight."

While he was speaking he pulled on a long rain coat and picked up his hat and bag.

"Is you pistol ready?" he asked, as he switched off the light. "Then let us hurry."

Those readers who have visited Asbury Park will remember that the boardwalk, for which the resort is justly famed, extends continuously from that resort along the beach to the southern end of the adjoining town of Ocean Grove. Here, however, it ends, and by crossing a footbridge over a shallow lake you enter a region of sand dunes. The main road runs parallel to the beach, but some distance back from the water. On the beach, between the dunes and the water, a double row of heavy planks are laid, which serve the purpose of a boardwalk.

This lonely stretch of beach was the place selected for the landing of the schooner's boat. When Jack and Beck reached it, at one o'clock in the morning, it was deserted. A mile back, on the Ocean Grove boardwalk, they had met a police officer, who had watched them suspiciously for a few moments. He was the only person they had seen since leaving the hotel. The moon, almost full, had risen and now shone mildly down on the sheets of hissing foam that the breakers, crashing down on the bar a little distance off shore, sent tumbling wildly up on the beach.

Crouched in the shadow of a fishing dory that was drawn up on the sand they

waited. At last, far out on the tossing waters a gleam of light appeared for an instant, then vanished.

"The signal!" exclaimed Beck. "They are going to send a boat in."

Half an hour later he pointed to a black speck on the foaming crest of a great wave, some distance out. It was a boat. Now visible on the crest of a wave, now hidden for so long in a valley between two mighty mountains of water that the watchers thought that it would never again appear, it slowly approached the beach. Just outside the bar it stopped for some little time, the helmsman watching for a chance to cross. Then, on the crest of an enormous roller the little craft dashed for the beach, the oarsmen straining madly at their oars. They were over the bar in the nick of time, for scarcely had they crossed when another great wave broke on it with a roar, and the boat was swirled up on the beach by its wash. The crew leaped out, waist deep in the water, and ran the boat up on the sand, out of reach of the hungry waves.

Beside the four oarsmen the boat carried a helmsman in the stern-sheets and a figure that crouched in the bow. As Beck and Jack ran down the beach toward them the helmsman came forward to meet them, greeting Beck effusively in Spanish. In answer to a curt question in the same tongue he nodded a vehement assent. Motioning to Jack to follow, Beck continued his way toward the boat. As they neared it the figure in the bow arose and Jack was surprised to see that it was a tall and beautiful woman, dressed in the oil skins of a sailor. He felt Beck's hand suddenly tighten on his arm.

"There is treachery here!" he cried, his voice almost drowned by the roar of the breakers. "Take the ball—if anything happens to me the jewels are yours. Watch the man behind us. If he attacks me, shoot him!"

Captain Beck stepped up to the woman, who had left the boat and was standing watching them, and lifted his hat.

"Well, madam, what brings you here?" he asked curtly.

The woman stood looking at him in silence for a moment, then threw out her arms as if to embrace him. But Beck stepped quickly back.

"No, madam, I have eaten your husband's bread!" he exclaimed.

Again the woman stood silent for a moment. Then she drew a long knife that glittered wickedly in the moonlight from the breast of her oil-skin jacket.

"Look out, Beck!" shouted Jack.

The helmsman, who had lingered behind them, had also drawn a knife and was leaping toward Beck, who turned his head from the woman for a moment. At that instant Jack fired. The man with the knife stumbled, and then, his hands clutching wildly at the air, fell face downward on the sand and lay still.

It was all over in an instant, but when Jack turned his head Beck too was lying on the beach, his face showing white and set in the moonlight. The woman stood staring down at him, the knife, no longer gleaming, but stained to the hilt with something that dripped in black drops on the sand, still in her hand. Then, with a horrified cry, she turned and flung it far from her into the sea, and, covering her face with her hands, burst into sobs.

Jack started toward the still figure of Beck but someone brushed past him and he was confronted by the smiling Rojas.

"Damn you," cried Jack, raising his pistol, "I'll make you pay for this!"

At this moment one of the boatmen, who had crept up behind him, brought the butt of an oar down on his head with crushing force. There was a blinding flash before his eyes and he too lay prostrate on the beach.

* * * * * *

A cold, gray sea dawn was breaking when Jack recovered his senses and looked weakly about him. The boat was gone and the bodies of Captain Beck and the helmsman no longer lay on the sand. Then he remembered the captain's last words to him and felt in his pocket for the cork ball. It was there and the Esequiel jewels were his!

Staggering to his feet he made his way slowly to the hotel. When he reached there the sun was up, the doors open and

the servants busy with their morning work. Unmindful of their curious glances he went to the room that he and Beck had occupied. On the window sill lay a pair of binoculars, forgotten by the captain in the hurry of his departure. Jack picked them up and scanned the sea. Far off on the southeastern horizon, gleaming white in the morning sunshine, was a patch of sail that vanished as he watched. It must have been the schooner.

Jack took the cork ball from his pocket and examined it. It had been cut in half and the parts glued together again. He ran a knife blade along the joint and the ball fell apart. It had been hollowed out and inside, packed in cotton, shimmered the jewels. He had gained a fortune but there was a feeling of great loneliness upon him. He had lost a friend.

VII

Three years later, while at dinner in a Parisian restaurant, John Martin, the already famous young American painter, fell into conversation with an English medical man who had just returned to Europe after a five year stay in Spanish America.

"By the way, doctor, did you ever happen to hear of an English soldier of fortune named Beck?" asked Jack, in as careless a manner as he could assume.

"Why, yes," replied the doctor. "He was famous in Central America. Everybody heard of him in connection with the mysterious disappearance of the famous Esequiel jewels. It happens that I knew him well and tried my best to learn the real circumstances of his death, about which there were some queer stories in circulation. I was unable to get full details but if you care to hear the story as I patched it together—here it is.

"No one knew anything about Beck's past. He had knocked around for a long time before I came across him. At that time he was in command of the bodyguard of the president of a little republic that most people have never heard of. It seems that the wife of the president had fallen in love with the English adventurer, but that he, because of loyalty to his employer, I suppose, would have nothing to do with her, although she was a very beautiful woman.

"One evening, when political affairs were at a most critical stage, she came to Beck's room and offered him the Esequiel jewels, perhaps the most valuable collection of gems in South America, upon the condition that he would leave the country with her. The jewels were really the property of the government, but the president, who, like most of his kind was not over nice about such matters, had presented them to his wife.

"Beck refused her offer and, according to gossip, used pretty plain language in dealing with the lady. She left his room in a rage, leaving the jewels and threatening to have him assassinated if he did not meet her wishes by the following evening.

"That night the revolution, which had been threatening for a long time, broke out and the president had to flee. Through the bravery of Beck (who was badly wounded) he was able to reach the seaboard and get aboard an English battleship. The wife of the president had refused to leave the palace and from later events it seems probable that she was in the conspiracy against her husband.

"When they were safe aboard the man-o'-war, Beck, whether with or without an explanation I do not know, gave the jewels to the president, who handed them back to him as a reward for his devotion.

"A few months later the ex-president was found dead in his room in a London hotel—murdered. Scotland Yard never learned who committed the crime, but I put two and two together and am sure that I know the man. Rojas, one of the leaders of the revolution and the chief of the secret police in the new government, was absent from his country for some time and a few months after his return married the widow of the murdered man. But the jewels were gone and Rojas was determined to get them back. So he set off in chase of Captain Beck. He finally found him in New York and, it is said, offered him a large sum of money for the return of the jewels—an offer that was refused. Beck, of course, had

no legal right to them, but Rojas, on account of the risk of compromising the woman who was now his wife, could not afford to enlist the law on his side.

"Finding that all the steamships were watched, and knowing that Rojas would not stop at anything to get the jewels, Beck cabled the master of a schooner to run north and on a certain date send a boat ashore at a resort on the New Jersey coast. He thought that he could trust the master, but the fellow was in the pay of Rojas and at once communicated with his employer.

"Rojas was quick to see his chance. He ordered the schooner to send the boat ashore and to take Beck off. In my opinion he also ordered the skipper to have the Englishman killed. The jewels he was sure of, as he knew that Beck would have them with him.

"Accompanied by a young American who he had picked up in New York and followed by Rojas, Beck went to a watering place near where the boat was to land. What happened there I have never been able to learn with any certainty. I have heard that Rojas got the jewels away from Beck, but with the help of the American the captain got them back. In any event both waited for the schooner.

"In the meantime Madam Rojas had heard of this plot and had managed to embark upon the schooner. Whether her motive was love or hate, or a mixture of the two passions, will never be known.

"The boat landed on the date agreed upon, but what happened after that can only be guessed at. I have heard that there was a fight on the beach and that both the mate of the schooner and Beck were killed. It was whispered that Madam Rojas, in a fit of rage, had herself stabbed Beck. According to this story the young American was left lying on the beach after being knocked down by the blow of an oar. Whether he was alive or dead no one seemed to either know or care. The bodies of Beck and the mate were taken off in the boat and buried at sea. They say that Rojas found the box in which Beck had carried the jewels in the dead man's pocket and did not open it until after the body had been cast into the sea. Imagine his rage when he found that the box was empty! Whether the jewels were in some other pocket or were on the young fellow they had left on the beach they did not know. It was almost daylight by this time and they were afraid to return to see.

"What happened to the Esequiel jewels will, I suppose, always remain a mystery. My own opinion is that the American had them and as it is not likely that they would have left him on the beach had he been alive it is probable that his body was washed out to sea and that the jewels are gone beyond recovery.

"Rojas died of fever a month after the return of the schooner and his wife, repenting, I suppose, of her many sins, entered a convent. So, you see, there is now no one who has any particular interest in finding the jewels, for the government would claim them."

"Poor Beck," sighed Jack.

"Did you know him well?" asked the doctor, with a keen glance.

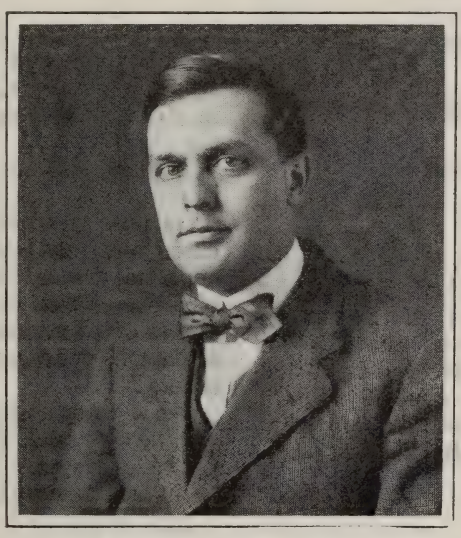
"Only slightly," answered Jack. "I painted a picture for him some time ago."

(*The End*)



J. Hampton Baumgartner Becomes Official of the National Association of Owners of Railroad Securities

J. HAMPTON BAUMGARTNER, publicity representative of the Baltimore and Ohio Railroad, has resigned to become assistant to president S. Davies Warfield of the National Association of Owners of Railroad Securities. He entered upon his new duties September 1. Mr. Baumgartner left the service of the Company, which he served in a most efficient manner, with the best wishes of the management and employes all along the lines.



J. HAMPTON BAUMGARTNER

His selection by Mr. Warfield completes the organization of the official staff of the association, which was founded at a recent meeting of bondholders and stockholders of the American railroads, in Baltimore, when definite steps were undertaken to insure the stability of securities representing, in the aggregate, more than $17,000,000,000 of capital.

In his new position Mr. Baumgartner will have an excellent opportunity to display the ability he gained through years of experience as a newspaper man and a railroad man, which makes him an invaluable asset to the association.

As publicity representative of the Baltimore and Ohio his work was of the highest character. Not only did he successfully direct his efforts toward promoting friendly public relations through the medium of the press and other agencies between the railroad and its patrons and the communities it serves, but he took a leading part in various campaigns of national scope which had for their object the enlightenment and education of the public concerning the problems facing the railroads.

He has a wide acquaintanceship in financial, business and publishing circles, and probably is personally known to more members of the press fraternity and railroad men throughout the country than any other one man.

The Baltimore and Ohio was one of the first railroads in the country to endorse the association, which by concentrated action on the part of those owning securities of the railroads will present to the public and those in authority the situation confronting the railroads as affecting their efficiency, their credit and, consequently, their securities.

A fact not generally known is that at least 50,000,000 people, half of our population, are either directly or indirectly owners of or investors in the securities of the railroads of the United States. More than $10,000,000,000 of railroad securities are owned outright by individuals; life insurance companies, with 34,500,000 policy holders, represent a total of $1,920,000,000; savings banks, with 10,000,000 depositors, have invested $840,000,000; fire and marine insurance companies, casualty and surety companies hold a total of $649,000,000; benevolent associations, colleges, schools, charitable institutions, etc., $350,000,000; trust companies, state and national banks $865,000,000, and the balance is held in other channels not enumerated, mostly abroad.



Baltimore and Ohio Employes Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Correction

IN the August issue of the MAGAZINE we failed to report that Mr. W. M. Kennedy, assistant superintendent of the Relief Department, in charge of the savings feature, read a paper at the Officers' Meeting of the Baltimore and Ohio System held at Deer Park, June 29 and 30. Mr. Kennedy's paper will be published in an early number of the MAGAZINE.

The Understudy

COOPERATION—poor word—has been so persistently overworked, has been compelled to occupy the center of the stage in the full glare of the spotlight for so long a run that it should be entitled to a day off for a well-earned rest. Let an understudy play the role.

Enter, then, "*Coordination*," defined as the act of regulating and combining so as to give harmonious results.

We have it dinned in our ears, "Give us results, not explanations!" By all means, *results*, of course; nevertheless, it is well to allow our modest understudy to shove in the qualifying adjective, *harmonious*. Bare results may be very outstanding and showy, individually, but now and then they are apt to be wattless and lack substance. Somehow without proper coordination they have a tendency to become very elusive, they seem to fade away when we try to trace them in the final test of the treasurer's balance sheet under the item: available for dividends. It takes a lot of moral courage and self-effacement to sacrifice a splendid showing because detrimental effects in more or less submerged places would overbalance it, but coordination compels that sacrifice.

We are a trifle scary about going into particulars where the larger aspects of engineering and operating transactions are concerned, but we may be permitted to point out that uncoordinated, though brilliant, spurts to which individuals feel tempted to point with pride, occasionally, in their final issue, must be view with alarm.

Lack of coordination in detail matters is frequently the cause of troublesome irritation. A particular job may be prosecuted with laudable zeal by one or two departments and suddenly come to a dead stop before final completion, because the efforts of an interested third department are not in synchronism with those of the others.

We are not going to cite specific cases, but, having read this far, we ask you to sit back in your chair for a moment's thought and supply them yourself.

And while such a specific case passes review in your mind think of the possible ways in which a little sacrifice of personal glory, advantage or comfort for the benefit of proper coordination might have smoothed the way and urged on the job to early and satisfactory completion, then register a resolve to make that sacrifice on the next and all succeeding occasions. —*Service*.

Railroad Freight Rates

AMID higher costs for everything from day labor to foodstuffs, railroad freight transportation—the prime necessity of all—actually is cheaper than ever before in America.

The railroads, voluntarily operating nationally as a unit to help win the war,

have with patriotic public cooperation so increased their efficiency that they are today hauling far the heaviest tonnage in their history.

The average freight rate per ton per mile received by the railways of the United Statse in 1916 was 7.16 mills—the lowest on record—a fact just officially confirmed by the abstract of statistics for the year 1916, issued by the Interstate Commerce Commission.

For the larger roads—those earning over $1,000,000 a year—the average rate was still lower, or 7.07 mills per ton-mile, as compared with 7.22 for the previous year. The Commission's figures cover all roads in the country having total operating revenues of over $100,000 a year. The average for all roads of 7.16 mills in 1916 compares with 7.32 mills in 1915, with 7.33 in 1914, and 7.29 in 1913—the period of the war.

Never before has the average revenue per ton-mile been below 7.24 mills, which was the figure for 1899. In 1891, the earliest year of which the Commission kept statistics, the average was 8.95 mills. Until 1899 there was a general decline and from that year until 1904 there was an increase to 7.80 mills. Since that year the rate has pretty steadily declined.

The Commission's report also shows that the average operating expenses per-train mile increased from $1.77 in 1915 to $1.83 in 1916.

□□

Khaki or Overalls?

PERHAPS you have no choice. Your age, your family, your health may hold you in the ranks of the great industrial army. But although you cannot be with the boys at the front you need not be a "slacker." You can "do your bit" in the shop with hammer and saw, with caliper and gauge, and in cheerful service and in safety work.

Stand firm. America First.
Be cheerful. Protect your health.
Avoid unsafe practices and habits.
Be true to Liberty.

A Prayer for Soldier and Worker: "Oh Lord, Keep My Courage High."

A Tribute to the Late Oscar G. Murray

Chairman of the Board of Directors

By C. J. Stultz
Fireman, Camden Yard

Our circle is broken, one seat is now vacant,
One more from the tree of our friendship is taken.
His musical voice, so sweetly it seems,
Murmurs low in our ears like an Angel of Dreams.

Yet sacred and dear our memories hold
Those fond recollections more precious than gold.
His love and his kindness which freely he gave,
Furnish hope for the living and wreathes for his grave.

His heart ever open to charity's claim,
Will rest in the future from censure and blame.
He oft in his goodness our faults would reprove,
Yet the words of his censure were tempered with love.

His life, like the sunset that radiates heaven,
Went out like a star when daylight has risen.
His night of quiet slumber, perchance in sweet bliss,
Will dawn in a world far happier than this.

That heart once among us now quiet and still,
No longer affected by all of earth's ill,
Amid time and its changes it's slumbering now.
And Sunlight of Paradise wreathing his brow.

Sadly and lonely we listen in vain,
To hear the sweet tones of his welcome again.
Thou enemy Death our loved one has claimed,
Thy silence and dark is ever the same.

Thou Gateway to Heaven whose possession is bliss,
You fill us with sorrow in losses like this.
If only one glance our departed might throw
Back to the scenes of his life here below.

As we sit in our sackcloth and grieve for our dead,
That glance would be dearer because of tears shed.
Will we ever forget the light of his smile?
His musical voice that was with us awhile.

Those eyes with their brightness beaming and clear,
Now rest from all sorrow, with hope, without fear.
The spell of his power in memory we hold,
Bringing sunshine mid shadows and peace to the soul

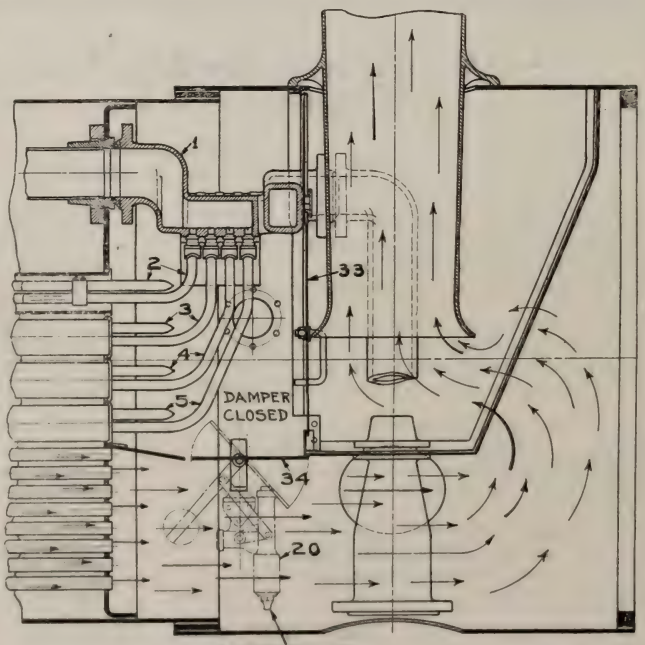
Instructions for the Operation of Superheater Locomotives

By W. L. Robinson

Supervisor Fuel Consumption

"Upon the proper lubrication of superheater locomotives, reduced fuel consumption depends in no small degree. The cost of lubricants has also increased proportionately with other materials, and their conservation is of the utmost importance"

IN general the same operating practice approved for saturated locomotives holds good for superheater locomotives. The superheater is merely a series of steam tubes located in the large flues, in order to deliver hotter steam to the cylinders. The fact that a superheater engine uses hotter steam in the cylinders than a saturated steam locomotive is the only essential difference between the two. With this in mind the superheater locomotive should be worked with full throttle and the speed regulated by changing the reverse lever until a cut-off of 25 per cent. is reached. Any reduction after that cut-off has been reached should be made by reducing the throttle opening. In drifting down grade or in slowing down for a stop, enough steam must be admitted to the cylinders to prevent air and smoke-box gases from being drawn into the cylinders to destroy the lubrication. This should be done by cracking the throttle when drifting or by the use of the drifting valve. The engineer must see that the superheater damper is in working condition at all times. If the damper sticks in closed position, as shown in Cut No. 1, the superheater is entirely cut off from the heat of the fire-box and the heating surface of the boiler materially reduced. If the damper is fixed in an open position, as shown in Cut No. 2, there will be a rapid deterioration of the superheater unit pipes, resulting in broken



CUT No. 1

or leaking units. Both conditions result in a loss of efficiency and mean a harder steaming engine.

In the operation of a superheater locomotive, the following suggestions should be carried out:

(*a*) The lubricator should be started at least fifteen minutes before moving locomotive in order that the valves and cylinders may be thoroughly lubricated when starting on the trip. The oil supply to the cylinders should be constant, as the superheater locomotive, due to the higher temperature of the cylinder walls, requires more careful lubrication than a saturated engine.

(*b*) Start engine carefully with cylinder cocks open until dry steam appears. In starting the reverse lever should be in full gear to insure oil distribution the full length of the valve bushings.

(*c*) Keep water level as low as in saturated steam locomotives. Actual tests with a pyrometer show that the temperature is 40° higher with two gauges of water than with three.

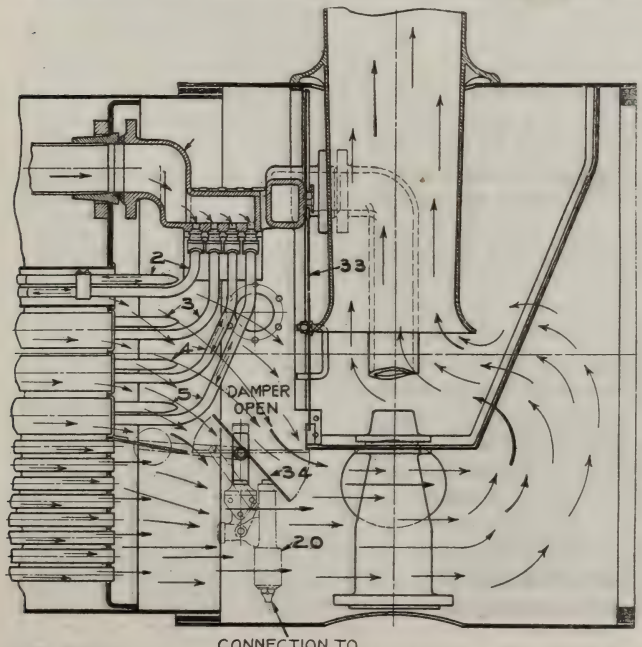
(*d*) The man who carries the boiler on a superheater locomotive full of water, is using the superheater units for a boiler to boil water and not to superheat steam; therefore the engine will not steam as well, as these superheater units with proper operation add 25 per cent. greater capacity to the boiler.

(*e*) Do not close the throttle entirely on a superheater locomotive; leave the throttle cracked enough to keep steam in the steam chests and cylinders while drifting, unless equipped with a drifting valve. If equipped with a drifting valve, open drifting valve before throttle is closed. Also be sure the reverse lever is dropped as far down as possible while drifting, as tests have demonstrated that the superheater damper valve will not close in short cut-off. It is necessary to drop the bar to full stroke while drifting in order to relieve the steam in steam chest to close the superheater damper.

(*f*) On engines equipped with the Chambers Throttle Valve, engineer will close throttle to DRIFTING NOTCH. Closing throttle entirely causes front end gases and air from the atmosphere to enter the cylinders and carbonize the oil.

(*g*) Do not put engine oil on the pistons of a superheater locomotive.

(*h*) Notice that there is no steam leaking around or out of the drip pipe at the bottom of the damper cylinder. If there is, report the piston to be examined. If steam appears at this place, when the counterweight is open or up, then the 45 degree seat in the cylinder is leaking and should be attended to.

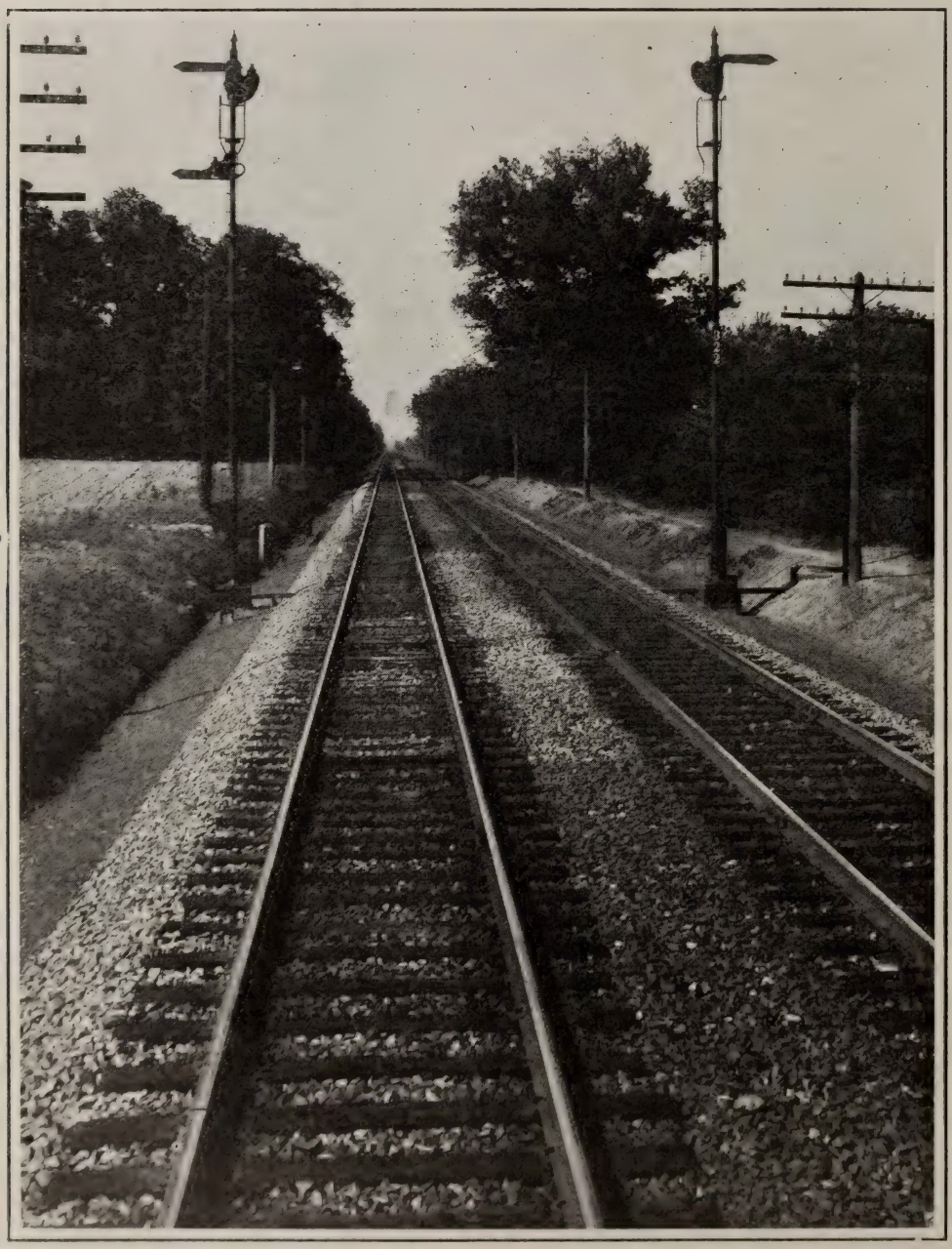


CUT No. 2

(*i*) Leaks in front end of superheater units, steam pipes and exhaust column, fire tubes stopped up, and derangement of draft appliances, not only interfere with the proper steaming of the locomotive, but reduce the degree of superheat. Blows in cylinder and valve stem packing will cause scoring, due to removal of oil from the wearing surfaces. All leaks such as those mentioned above should be reported promptly by the engineer, because if neglected,

they seriously affect the economical operation of the locomotive.

(*j*) In order to get the highest temperature, most steam, stronger and quicker locomotive, all-around higher efficiency, burn less coal and use less water, keep the water level as low as possible and fire according to the correct principles of firing illustrated in the forepart of "Good Firing."



STANDARD TRACK AT WEST END OF COLLEGE WOODS, ON THE WASHINGTON BRANCH

William F. Dayton Completes Fifty Years Engine Service

A SMALL group of men, all veterans of the Baltimore and Ohio service, gathered in the office of the superintendent of the Newark Division Sunday, August 5, witnessed one of the most impressive ceremonies ever held along the lines of the Company. In their midst stood William F. Dayton, an engineer on the Newark Division, who holds the unusual record of fifty years continuous service as an employe of this railroad. Hale and hearty despite his three-score and ten years Mr. Dayton listened with rapt attention, while an occasional tear rolled down his cheeks, as superintendent D. F. Stevens, in the name of President Willard, paid homage to him and his record. At the conclusion of his remarks he handed Mr. Dayton a personal letter from President Willard and a gold watch, a tribute from the Company.

That the occasion will always be considered by the engineer as the greatest event of his life goes without saying. In a husky voice he expressed his appreciation of the gift and then was surrounded by the others in the room who extended their congratulations. In addition to Mr. Stevens those present were road foreman of engines W. Streck, trainmasters C. H. Titus and J. P. Dorsey and eight of the oldest engineers on the Division who have been associated with Mr. Dayton for years—Joseph Robe, I. J. Denney, J. C. Higgins, C. F. Glenn, F. M. Howard, D. List, C. C. Cummings and L. Kastla.

Before making the presentation superintendent Stevens said in part:

"Fifty years in engine service is a long while; fifty years in engine service is fifteen years longer than I am old. Mr. Dayton was in engine service before my mother and father were married, and to us younger men, and to us older men, even though we have been in the service possibly a good many years, and in some cases closely approaching the period which he has, still a golden anniversary of a man's service in any occupation that he goes into is a very wonderful thing, and I state it in all sincerity, because so few men in any occupation, and particularly us in railroad work, come through to a golden anniversary in the physical condition we find our friend in, with his mind alert, and with the reputation of being one of the best passenger locomotive engineers, not only on the Newark Division, but on the System, and I will say to you today that if the highest class of passenger train was required to be run on the territory over which Mr. Dayton runs, there is no man running in that territory who I would prefer to see handle the train. This is borne out by the fact that last year I called on him to take the President's Special."

The watch given Mr. Dayton, in the words of the superintendent, "is like Mr. Willard. It is plain, simple, and there are no frills on it, but it is just one of the best watches you can buy."

Mr. Dayton was born March 26, 1847. He entered the service of the Baltimore and Ohio July 10, 1867, as fireman on the Cumberland Division. He was promoted engineer February, 1870, and ran on what was then known as "second division"—Cumberland to Grafton—until March, 1875, when he was transferred to the Newark Division, where he ran on the Lake Erie branch in freight service until 1878, when he was promoted to the passenger service.

On October 12, 1897, he was promoted to supervisor of trains and engines, but at his own request was put back on an engine the following year.

During his entire career he has never served a day's suspension, missed a call or payday, and has never injured a passenger or employe. Mr. Dayton has never used tobacco or drank, and is noted for his courteous manner.

The watch presented Mr. Dayton bears the following inscription on the back within the case: "1867—July 10, 1917—Presented to William F. Dayton, Engineer, by the Baltimore and Ohio Railroad Company, as an appreciation of his loyalty and exceptional record upon the completion of fifty years of continuous service." The outside case is inscribed with his initials, and on the little locket attached is "1867—July 10, 1917."

□□

New Passenger Equipment

THE Baltimore and Ohio Railroad has recently placed in service thirty-five seventy foot steel coaches. These cars are of the most modern type, embracing all the up-to-date features consistent with the most progressive railroads. They are of all-steel construction, except that the interior finish is mahogany, which is more expensive, but because of its pleasing effect and good insulating qualities is much to be preferred to steel, while the headlinings and waist panels are of an imported material of high fire-proof and insulating qualities. The upper and lower decks are finished in cream enamel, and the effect to the eye is very pleasing, giving as it does an unusually well and uniformly lighted car, both from natural and artificial sources.

Sanitation has been one of the principal aims in the design of these cars. The floors are rounded up at sides and bulkheads to eliminate as far as possible the corners for lodgment of dirt. Instead of the unsanitary aisle carpet for years in use in the ladies' coaches a set-in linoleum aisle strip with metal edges has been cemented to the floor.

The floors are not the only place where cleanliness has been given particular attention. All corners and deep or fancy mouldings where dirt might find a resting place has been reduced to a minimum, and even the corners of the window sash have had rounded corner pieces applied to insure against the glass being left dirty in corners when cleaned.

However, probably the most important sanitary feature and one which should and evidently does appeal most to the traveling public, is the sanitary filter and water cooler, together with the individual drinking cup. The coolers are the last word in a device of their kind. A new departure has been incorporated in the application of air pressure water system to these cars, thereby doing away with the overhead water tanks and former gravity system.

The seats, which will accommodate eighty persons, are of the walkover type and upholstered in standard green plush. The cars are lighted with electricity, which is generated by body suspended generators, the equipment being a complete unit on each car. The end doors are equipped with a safety device known as the anti-pinch door shield. Its function being to prevent one from having their fingers caught between the door and the jam.

These coaches will shortly be followed by two lots of special coaches, to be operated on certain of our best daylight trains. These cars differ from the standard coach in the following details:

The ladies' end is arranged with a dressing room, similar to that used in the Pullman sleeping cars, the same being equipped with two wash basins, dental bowl, mirrors, etc. Along the transverse bulkhead dividing this dressing room from the body of coach a sofa has been placed, while midway of the car there is an open partition with grill work above, dividing the car in two sections. These cars have double brass sash and semi-indirect lighting system. There will be thirty of these special coaches, ten of which will be equipped with screens and deflectors.

Home Dressmaker's Corner

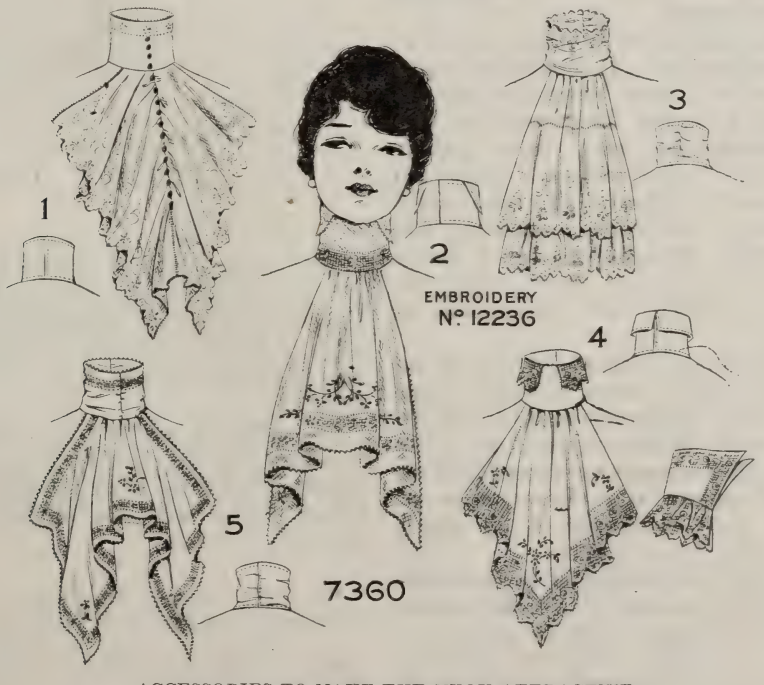
Adorable Collars and Jabots of Embroidery and Lace Suitable for Wear in any Season

Courtesy "Pictorial Review"

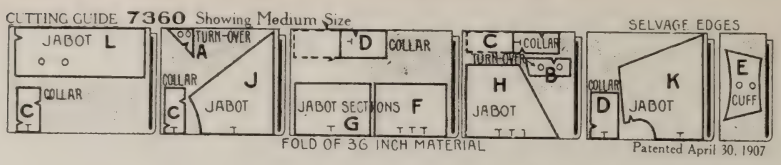
COLLARS are attracting more attention this season than usual, because the controversy rages merrily between devotees of high and low effects. A group of new models is illustrated here, five jabots suitable for lace flouncings or plain materials being featured.

With the single exception of the third model, all of the collars require $\frac{5}{8}$ yard 36-inch material to make. If cuffs are desired with No. 5, $\frac{1}{4}$ yard extra will be needed. The quantities of lace vary greatly, however.

If made as illustrated, No. 1 requires $1\frac{1}{4}$ yard lace $8\frac{1}{2}$ inches wide for jabot,



ACCESSORIES TO MAKE THE NECK ATTRACTIVE



½ yard insertion and ⅛ yard material 36 inches wide for collar. No. 2 requires 1½ yards insertion to trim, No. 3 requires 1½ yards lace 13 inches wide for collar and jabot, No. 4 requires 1¼ yards lace edging to trim. No. 5 requires 2⅞ yards insertion to trim. Cuffs require 1½ yards insertion and ⅞ yard edging.

As there is a separate cutting and construction guide for each model, the home dressmaker will find definite directions for making any design which makes the strongest appeal to her individual taste. Each collar section is laid along the lengthwise fold of material, but this rule does not obtain so generally with the jabots. Those marked by triple "TTT" perforations are laid on the lengthwise fold of material, but the sections of the pattern with large "O" perforations are laid on a lengthwise thread of material.

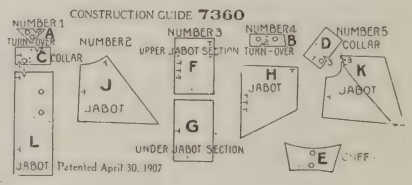
Collar C, with jabot L, makes an effective neck trimming. It is simple to put together, also. First close the center-front seam of jabot designated by two "T" perforations and then gather between "T" perforations. Draw up the gathers and adjust a stay about 8½ inches long underneath, drawing the gathers to fit. Sew upper edge of jabot to collar C as notched, terminating the seam at the large "O" perforation in collar.

Or, if No. 2 is preferred with the same collar, gather the jabot at upper edge between "T" perforations and sew to collar C, center-fronts even and draw the gathers to fit the space between the large "O" perforations near lower edge of collar C. Sew turn-over A to upper edge of collar C as notched.

Jabot No. 3, with collar D, is also effective. Arrange section G under upper section F with upper edge of under section along the two small "o" perforations in upper section and stitch to position along the small "o" perforations. Gather upper section between "T" perforations and sew to lower edge of collar D, drawing the gathers to fit the space between the large "O" perforations at lower edge of collar D.

Collar C and jabot No. 4, make a dainty combination. Gather jabot (at upper edge) between "T" perforations, sew to lower edge of collar C with center-fronts even and bring back edge of jabot to double small "oo" perforation in collar C; draw the gathers to fit the required size. Sew turn-over B to collar C as notched.

To make jabot No. 5 with Collar D, gather jabot (at upper edge) between "T" perforations and sew to lower edge of collar D as notched, drawing the gathers to fit. Gather the collar (at center-front) and draw gathers to the required size.



Cuff—For frill, cut a strip of material (for each cuff) 2 inches wide and 15 inches long when finished. Gather entire upper edge of frill and attach to lower edge of cuff, indicated by single small "o" perforation.

In addition to the lace, hand embroidery may be used to trim any of the jabots illustrated, even the all-lace effect being pretty with the figures outlined with silk threads.

No. 7360. Ladies' Neckwear and Cuffs. Sizes, small and large. Price 15 cents.

Pictorial Review patterns on sale by local dealers.

Sketch No. 1

No. 7362. Ladies' Dress (25 cents). Six sizes, 34 to 44 bust. Width at lower edge of skirt in 39-inch length about $2\frac{1}{4}$ yards. Size 36 requires $5\frac{3}{4}$ yards 36-inch material. Without lining and closing in front. The front and back of waist are tucked and joined to square yoke. Square collar closed to the neck, or rolled back with the fronts to form revers. Long one-piece sleeves that may be made with or without the applied cuffs. The sleeves are perforated for shorter length. Five-gored shirt fitted loosely at the waist, slightly gathered at the top, and with a plait each side of center-back. The skirt is attached to a straight waistband which joins to waist at raised waistline. The large patch pockets are turned over to form laps.



SKETCH No. 1

Sketch No. 2

No. 7365. Girls' and Juniors' One-Piece Tucked Dress (15 cents). Five sizes, 6 to 14 years. As illustrated, size 8 requires $2\frac{1}{2}$ yards 36-inch material for dress; $1\frac{1}{4}$ yard 27-inch contrasting material for collar, belt and pockets; $10\frac{1}{2}$ yards braid. If made of one material, size 8 requires $3\frac{1}{8}$ yards 36-inch. Dress closes at left side-front under tuck. Open neck with square collar and removable shield. One-piece sleeves (perforated for shorter length) are trimmed with bands simulating cuffs. Straight pointed belt with pocket extensions, perforated, to be made without the pockets.

No. 12269. Embroidery pattern in yellow, containing 4 transfers each of 12 emblem designs, 15 cents.



SKETCH No. 2

Sketch No. 3

No. 7381. Misses' Coat (20 cents). Four sizes, 14 to 20 years. Size 16 requires $3\frac{3}{8}$ yards 54-inch material and $5\frac{1}{2}$ yards 36-inch lining for coat with cape; $3\frac{3}{8}$ yards 54-inch material and $4\frac{1}{4}$ yards 36-inch lining for coat without cape. Width at lower edge of coat (open) about $2\frac{3}{8}$ yards. Coat may be made with or without the circular cape, which is perforated for an open back cape. Large collar closes high at the neck or turned down, and the fronts rolled back to form pointed revers. One-piece coat sleeves with turnback cuffs; four patch pockets and a wide pointed belt.



SKETCH No. 3



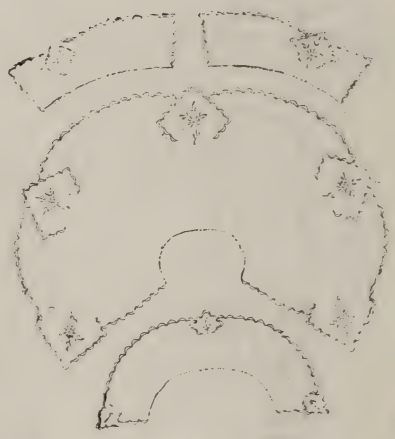
The Needleworker's Corner

Something New is the Coat Set for Wee Maids

By Kathryn Mutterer

Courtesy "Pictorial Review"

IN the pretty little coat set for a child, extreme novelty of design is combined with a very small amount of work for the embroideress. The square motifs appearing on this design introduce an entirely new outline for both collars and cuffs. Another interesting feature worthy of notice is the fact that the embroidered motif on the cuff is placed so as to show up well when the cuff is adjusted. The worker will also soon realize that these cuffs would be very pretty for herself. But as she can't rob little daughter of her cuffs, she will possibly make another pair on sheer linen and adapt some of the other motifs to a suitable collar shape. White pique was employed for the set illustrated and the embroidery was done in raised satin stitch with white mercerized cotton.



No. 12343. CHILD'S COAT SET

No. 12343. *Pictorial Review* Transfer pattern, blue, 15 cents. Pattern consists of 1 cape collar, 1 small collar and a pair of cuffs. Requires ¾ yard of material 27-inches wide. The coat set will fit size 4 of coat pattern No. 6862 cut in sizes 1 to 4, 15 cents.

No. 12343. Coat set stamped on white pique with embroidery cotton 70 cents.

Pictorial Review patterns on sale by local agents.

HAPPY, careless, wasteful Americans! Will the necessities of the great war make us realize the enormity of our sins against home economy?

The Department of Agriculture estimates that if each of our 20,000,000 families throws away an ordinary slice of bread daily, the country's waste for twenty-four hours is 875,000 pounds of flour, or over a million one-pound loaves. At this rate we would destroy yearly 1,500,000 barrels of flour or enough for 365,000,000 loaves of bread.

It would take the yield of 470,000 good western acres to provide for this great annual crime.

If every family empties into the garbage pail an ounce of edible meat or fat daily it means that the nation suffers a loss of 1,250,000 pounds, or 456,000,000 pounds for the year.

Many kitchens commit this daily waste. Is yours one of them?—*The Nation's Business.*



SPECIAL MERIT ROLL

Staten Island Division

Engineer P. Carroll, train No. 794, engine 21, discovered smoke coming from Old Town road bridge and stopped the train. He found one of the stringers on fire and put out the flames. He has been commended for his keen observation and prompt action.

On August 1, at 3.45 p. m., engineer Carson, train No. 365, noticed the trestle east of Livingston on fire. He stopped and extinguished the blaze. He has been commended.

On August 26 trainman P. C. LaFauci, off duty, noticed two trains in trouble at Clifton Junction. He went to junction and assisted in clearing up the trouble and has been commented for assistance rendered.

On August 20 engineer O. Boylan and fireman W. Hurley, train No. 127, noticed boys trying to get large plank across the tracks near Livingston and stopped train in time to prevent striking it. Boylan and Hurley removed plank clear of the track and have been commended.

On August 26, at 3.50 a. m., engineer J. Hanlon, extra 1632 west, light engine, found a defective condition in the track in Johnson's cut. He corrected same and also notified patrolman and trainmaster Roming. Engineer Hanlon has been commended.

Philadelphia Division

When eastward passenger train No. 60 reached Havre-de-Grace on August 17, track was found blocked by freight car which had been derailed. The riggers had been called but it would have taken them some time to appear on the scene, so that a delay to traffic seemed inevitable. Carpenter foreman L. B. Kemm, who was on train No. 60 thought otherwise. He assembled his men and in conjunction with the crew of train No. 60 cleared the eastbound track by rolling car over into the ditch and clearing the trucks in the same way. This was done by getting some ties and using them as push poles, the engine from train No. 60 furnishing the power. The track was cleared in time for train No. 6, Chicago-New York limited. The division carpenters who assisted Mr. Kemm to accomplish this feat were: W. A. Mahoney, A. S. Spence, H. H. Heath, E. F. Miller, H. B. Heath, Roy Hutchens, T. A. Scarborough.

On August 16 brakeman C. H. Edenfield while in service on extra east discovered a defective condition of equipment on a car which was set off at Van Bibber without damage.

Connellsville Division

On July 30 operator J. P. Lohr, at Hooversville, noticed light engine 2745 passing with a defective condition of equipment and had the engine stopped at Johns Mine.

On July 14 while going back to flag at Mt. Savage Junction, J. M. Weaver, conductor, discovered a defective condition on car of passing train. Crew was notified and car was promptly set off for repairs.

New Castle Division

W. J. Sheldon, agent of the Lodi Street Car Company, on September 9, was watching train second No. 94 pass Lodi and discovered defective condition of equipment on one of the cars. He immediately reported the matter and had it attended to. A letter of thanks has been sent to Mr. Sheldon by the superintendent.

On September 10, while extra 4191 east was passing MR Tower, operator R. E. Delong noticed fire on roof of car of grain. He notified the dispatcher and the train was stopped at OD Tower, where the fire was put out without much damage to car. The superintendent has sent Mr. Delong a letter commending him for his observance of conditions on passing trains.

Ohio Division

On August 7 agent B. F. Cook, of Madison Mills, discovered smoke coming from bridge 42–59, east of Madison Mills. He immediately notified the dispatcher that he was going to put out the fire and succeeded in doing so before it had gained much headway. A commendatory entry has been placed upon his record.

While extra east, conductor Buchanan, was passing west of Black Fork on August 20, extra gang foreman B. McKelney noticed a defective condition of equipment on one of the cars. He flagged train, notified conductor and assisted in remedying same. Mr. McKelney has been commended for his watchfulness and quick action.

Indiana Division

At Watson, on August 11, operator H. J. Yates was out on platform and noticed a defective condition of equipment on one of the cars of extra 2768 east, conductor Jeffers. The operator gave signal and succeeded in stopping the train.

On September 11 A. R. Huber, operator at Ivorydale Junction, probably saved the Big Four Railroad Company considerable expense. He noticed vestibule of coach on fire when Big Four train No. 11 passed his station and took such steps as to notify this crew at Winton Place, where the train was stopped and fire extinguished.

At Shoals, on September 8, track foreman D. P. Wood found defective car equipment near east switch at Martin and gave it to conductor Robertson on extra 2760. The conductor immediately looked over train and discovered defect on one of the cars. Mr. Wood was born August 23, 1883. He entered the service as trackman September 10, 1909, and was promoted to track foreman April 26, 1914. He has been commended for his prompt action.

Why He Was Not Promoted

from

The Chesapeake & Ohio Employes' Magazine

He grumbled.
He watched the clock.
He was stung by a bad look.
He was always behindhand.
He had no iron in his blood.
He was willing, but unfitted.
He didn't believe in himself.
He asked too many questions.
His stock excuse was "I forgot."
He wasn't ready for the next step.
He did not put his heart in his work.
He learned nothing from his mistakes.
He felt that he was above his position.
He was content to be a second rate man.
He ruined his ability by half doing things.
He chose his friends from among his inferiors.
He never dared to act on his own judgment.
He did not think it worth while to learn how.
Familiarity with slipshod methods paralyzed his ideal.
He tried to make "bluff" take the place of hard work.
He thought it was clever to use coarse and profane language.
He thought more of amusements than of getting on in the world.
He didn't learn that the best of his salary was not in his pay.



AMONG OURSELVES

Baltimore and Ohio Building

General Offices

Effective August 1 the following appointments were made:

F. A. Deverell to be assistant general auditor, reporting to the general auditor.

W. E. Rittenhouse to be assistant auditor merchandise receipts, reporting to the auditor of merchandise receipts.

J. G. Westbrock to be special accountant, reporting to the general auditor.

The headquarters of the above named officers are in the Carew Building, Cincinnati, Ohio.

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

After several vain attempts to enlist in the war forces, W. M. McGarry has at last realized his ambition, as he has been appointed to serve in the capacity of interpreter with the Canadian forces.

Mr. McGarry was formerly a professor of languages at Mt. St. Joseph's College at Irvington, entering the service of the Baltimore and Ohio Railroad when that branch was eliminated from the curriculum.

George Germershausen has the heartfelt sympathy of his fellow clerks, owing to the death of his mother.

P. A. Guarino of this office miraculously escaped death when the automobile which he was driving collided with another. In the machine at the time with Mr. Guarino were his mother, father and two brothers. His father was the most seriously injured, receiving a fractured skull, from which he died two days later. His mother is recuperating from slight injuries, while the rest escaped with a shakeup. Our sympathy is extended to Mr. Guarino.

Auditor Coal and Coke Receipts' Office

Correspondent JOHN LIMPERT

W. J. Hartwig of this office has enlisted in the quartermaster's department and we understand is stationed at Fort McPherson, Ga.

Manager Spedden and pitcher "Al" Lehman have been following the big league games pretty close of late. We are not quite sure if "Al" is trying to show "Charlie" just how a regular ball team is managed or if "Charlie" is trying to show "Al" how a regular pitcher acts.

New York Terminal

Correspondent, FRED B. KOHLER, *Clerk*
Pier 22

Divisional Safety Committee

W. B. BIGGS.....Chairman, Assistant Terminal Agent
A. L. MICHELSON.....Terminal Cashier
J. J. BAYER.....Freight Agent, Pier 22, N. R.
J. T. GORMAN.....Freight Agent, Pier 21, E. R.
T. KAVANAUGH.....Freight Agent, 26th Street
T. F. GORMAN.....Freight Agent, Pier 7, N. R.
M. F. STEINBERGER....Freight Agent, St. George Lighterage
C. E. FLOOM.....Freight Agent, St. George Transfer
E. J. KEHOE.....Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

PERMANENT

E. A. ENGLISH.....Marine Supervisor, Chairman
E. J. KELLY.....Assistant Marine Supervisor, Vice-Chairman
E. SALISBURY.....Lighterage Supervisor

ROTATING MEMBERS (appointed for three months)

C. H. KEARNEY.....Tugboat Captain
W. CORNELL.....Tugboat Engineer
W. MEADE.....Tugboat Fireman
M. Y. GROFF.....Lighterage Runner
E. SODEBERG.....Barge Captain
OTTO OLSEN.....Gas Hoist Captain
H. PETERSON.....Steam Hoist Captain
J. HALL.....Steam Hoist Engineer
WALTER KELLY.....Deckhand

Staten Island Rapid Transit Railway Company

Correspondent, S. A. TURVEY, *Trainmaster's Clerk*, St. George

Divisional Safety Committee

H. R. HANLIN.....Chairman, Superintendent
B. F. KELLY.....Vice-Chairman, Trainmaster
S. A. TURVEY....Secretary, Trainmaster's and Marine Clerk
H. W. ORDEMAN.....Division Engineer
W. A. DEEMS.....Master Mechanic
A. CONLEY.....Road Foreman of Engines
DR. DEREVERE.....Medical Examiner
J. B. SHARP.....Agent, St. George Coal Piers
F. W. NOLAN.....Agent, St. George Transfer
P. A. WITHERSPOON.....Track Supervisor
W. L. DRYDEN.....Signal Supervisor
J. F. MCGOWAN.....Division Operator
W. E. CONNELL.....Supervisor of Crossing Watchmen
F. PETERSON.....Division Agent
R. F. FARLOW.....Master Carpenter

ROTATING MEMBERS

J. P. MILLER.....Towerman
T. F. BRENNEN.....Conductor
G. MCKINNON.....Machinist
HARRY BARRY.....Foreman Painter
A. L. CUMMISKEY.....Car Inspector
ALVIN RAUSCHER.....Transitman
G. HARTMAN.....Engineer
A. NICHOLS.....Fireman
JOSEPH MCDONALD.....Signal Repairman
H. OWENS.....Trainman
B. F. WINANT.....Agent, Port Richmond
G. B. STANSBURY....Investigator, Representing Track Dep't

Engineer William Darnell and family motored as far as Maine during his vacation and had an enjoyable trip. Mr. Darnell is quite a motor "fan" and can be found almost any Sunday spinning along the good roads of Staten Island.

Engineer John LaForge and family spent their vacation at Buffalo and Niagara Falls. He was accompanied by his father, Lloyd LaForge, who is a passenger car inspector in St. George Terminal.

Firemen Dennis Harrigan and Thomas Reardan have joined the U. S. Navy and are now in active service. The good wishes of their many friends will follow them through their many journeys.

Engineer William Scott and family enjoyed a trip to Canada during the latter part of the month.

Harry Lawrence, draftsman in the master mechanic's office, with his family, spent his vacation at Wickford, Rhode Island, and in Orange County, N. Y.

Peter F. Gallagher, foreman boilermaker, spent his vacation with his family on a trip through Connecticut. He also paid a visit to Baltimore to see some of his former friends at Mt. Clare.

Andrew Kelly, engineer, wears a broad smile these days. The stork recently left an eight-pound baby boy at his house.

Harry E. Smith, foreman in the carpenter shops, has just returned from a vacation spent at Roxbury in the Catskills.

Frederick G. Nodocker, assistant chief clerk to the superintendent, has been promoted to assistant lighterage agent with offices at Port Ivory. He is to look after the new lighterage business we are doing for the Proctor and Gamble works. We wish you all kinds of luck in your new job.

W. R. Taylor, car distributer, has been promoted to assistant chief clerk to the superintendent to fill the vacancy created by Mr. Nodocker's promotion.

Conductor Michael McGarvey, who was granted a ninety days' leave of absence, has "returned to the fold." "Mike," as he is commonly known, says there is no place like the railroad.



NEW YORK BASEBALL TEAM AND ROOTERS WHO VISITED CUMBERLAND



MISS MADELINE BERRY
Ticket Agent at Clifton

Staten Island Club Notes

We resumed our regular ladies' night Thursday night, August 23. There was a large attendance and all had an enjoyable time.

Although we did not have a good year for baseball, we hope to be in trim and give the other divisions a good run for the trophy which is offered for bowling.

The club hopes to have a good basketball team this winter.

The recent trip to Cumberland by the party of fans and ball players from the New York district was thoroughly enjoyed by all, although the ball team was unfortunate enough to get the loser's end. The Company is to be thanked for its generosity in furnishing a Pullman coach for the journey. It was thoroughly appreciated by all.

Philadelphia Division

Correspondent, J. C. Richardson, *Chief Clerk*

Divisional Safety Committee

R. B. White.....Chairman, Superintendent
W. T. R. Hoddinott.....Vice-Chairman, Trainmaster
T. Bloecher.....Division Engineer
J. P. Hines.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
H. K. Hartman.....Chief Train Dispatcher
T. B. Franklin.....Terminal Agent
H. D. Schmidt.....Captain of Police
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
J. T. Miller.....Road Engineer
M. F. Goodnight.....Road Fireman
A. P. Offutt.....Road Conductor
H. A. Gallagher.....Yard Conductor
W. E. Warden.....Tender Inspector
J. J. Ward.....Car Inspector
W. M. Devlin.....Secretary

The photograph at bottom of column is of the office force at East Side. Reading from left to right: Morris Heitzer, clerk, master mechanic's office; J. P. Hines, master mechanic; J. E. Sentman, road foreman of engines; Samuel Shapiro, stenographer, master mechanic's office; Benjamin Bailer, clerk, master mechanic's office; Edward Kenna, clerk to road foreman; L. T. Ford, messenger, master mechanic's office; C. E. McGann, general foreman, and J. C. Anderson, shop clerk.

On August 1 general foreman McGann was transferred to Cumberland and promoted to assistant master mechanic. We hate to see "Mac" leave, but wish him success in his new position. J. J. Herlihy was transferred from Benwood to fill the vacancy created by the transfer of Mr. McGann.

W. H. Linn has been appointed terminal trainmaster at Philadelphia, Pa., vice J. P. Kavanagh, promoted.

E. E. Ramey has been appointed train supervisor at Philadelphia, Pa.

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office, Camden Station*

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
J. P. Kavanagh....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

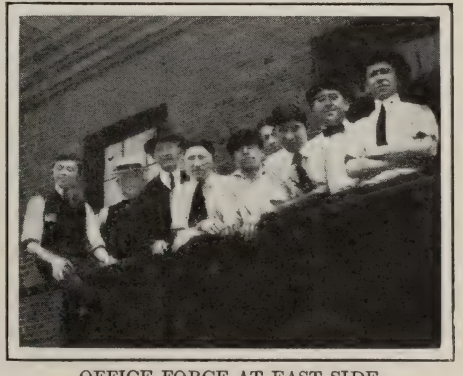
T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Washington
C. H. Winslow.....Secretary, Brunswick

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Camden Station
Dr. J. A. Robb.....Medical Examiner, Washington
Dr. J. F. Ward.....Medical Examiner, Winchester, Va.

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick, Md.
C. A. Mewshaw.....Trainmaster, Camden Station
E. E. Hurlock.....Division Operator, Camden Station
E. C. Shipley.....Road Foreman of Engines, Riverside
J. J. McCabe..Trainmaster, and Road Foreman, Harrisonburg
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington
W. E. Shannon.....Agent, Brunswick, Md.
W. E. Neilson.....Agent, Camden Station
C. C. Bastain.....Freight Conductor, Riverside
W. F. Moody.....Freight Engineer, Riverside
J. B. McGovern.....Freight Fireman, Riverside



OFFICE FORCE AT EAST SIDE

H. B. Bohanon.....Yard Conductor, Mount Clare
R. B. Banks.....Divisional Claim Agent, Baltimore, Md.
J. M. Powell.....Captain of Police, Camden Station

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden Station
S. C. Tanner.....Master Carpenter, Camden Station
C. A. Thompson.....Signal Supervisor, Camden Station
J. Flanagan.....General Foreman, Locust Point
L. C. Bowers.....Supervisor, Camden Station
E. D. Calvert.....Supervisor, Winchester, Va.
W. E. Poole.....Section Foreman, Gaithers, Md.
J. M. Gross.....Carpenter Foreman, Staunton, Va.
E. C. Hobbs.....Signal Repairman, Gaithers, Md.

Motive Power Department

T. F. Perkinson.....Master Mechanic, Riverside
G. B. Williamson.....General Car Foreman, Riverside
T. O'Leary.....Car Foreman, Washington
H. S. Ely.....Clerk to Car Foreman, Camden Station
G. N. Hammond.....Material Distributer, Locust Point
F. C. Schorndorfer.....General Foreman, Brunswick, Md.
G. B. Dinges.....Clerk to Car Foreman, Brunswick, Md.
C. F. Serp.....Machinist Apprentice, Riverside, Md.

Effective September 1 L. T. Halley was appointed acting assistant storekeeper at Baileys, Md., vice E. L. Doyle, promoted.

Riverside Y. M. C. A.

Shop meetings are keeping up fine. Riverside Friday noon is great. You should hear Murphy sing, assisted by the ladies.

The new lunch counter is filling the bill. When a man comes in in the small hours of the morning, with the nearest restaurant a mile away, the Y. M. C. A. lunch counter looks good. A fine cup of dining car quality drip coffee with cream fills the bill, not to mention a ham sandwich with genuine ham. The equipment is fine and our officials have the thanks of the men for their kindness in making this new addition possible.

Three days after it opened we exceeded our estimate by thirty-six, as we had thought that if we served fifty a day it would pay expenses.

Washington Terminal

Correspondent, G. H. Winslow, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. Winslow.....Chairman, Secretary, Y. M. C. A.
Dr. P. H. Steltz.....Medical Examiner, Sanitary Inspector

Motive Power Department

G. W. Kiehm.....Air Brake Supervisor
W. M. Grant.....Boiler Foreman
H. A. Bright.....Gang Leader
C. J. Ayers.....Gang Leader
A. F. Kreglow.....Storekeeper
T. E. Croson.....Yard Engine Dispatcher
N. Tippet.....Foreman, Car Shop
H. A. Barefield.....Assistant Foreman
A. A. Pace.....Foreman, Station
G. F. Mergell.....Foreman of Electricians
J. J. Desmond.....Gang Leader
G. Valentine.....Yard Engine Dispatcher
B. Howard.....Assistant Foreman
R. Heindrich.....Foreman, Station

Transportation Department

J. McCauley.....Assistant Yardmaster
L. T. Keane.....Conductor
E. M. Farmer.....Conductor

Maintenance of Way Department

W. M. Cardwell.....Master Carpenter
F. W. Hodges.....Foreman, Carpenter Shop
H. L. Bell.....Foreman, Carpenter Shop
A. M. Brady.....Track Foreman
J. T. Umbaugh.....Track Foreman
P. C. Richman.....Signal Maintainer
H. R. Callahan.....Signal Foreman



WORK TRAIN AT LANSDOWNE

Engineer I. E. Lugenbeele, Agent J. T. Dunnigan and Conductor W. D. Levy

The organization of a company in the Home Defense League Rifles composed entirely of railroad men has exceeded our expectations. At present over 250 men have enrolled in this company from the ranks of the railroad men in the city. It was first intended to have one company. So many men enrolled, however, that it was found necessary to divide them into two companies. Men working in the Motive Power Department of the Washington Terminal Company were assigned to Company S; the others were placed in Company W. C. R. McKinsey, master mechanic at Ivy City shops, has been appointed captain of Company S, and G. H. Winslow, secretary of the Terminal Railroad Y. M. C. A., captain of Company W. Two drills have been held with a good attendance at both. Major C. A. Phelps was drill master, assisted by Captain Charles Shackleford at the last drill. W. J. Wilson, superintendent of the Washington Terminal Company, has been appointed a major on the regimental staff of the league. The officers and the drill masters are very well pleased with the showing the men made at the drills and with the progress in military knowledge.

A new rifle range is being installed in the room with the bowling alleys. When completed, we shall have one of the best, if not the best, ranges in the city for small bore rifle practice. Reasonable rates for shooting will be charged and the members of the Rifles will have the opportunity to qualify in marksmanship on this range.

General Office was the victor in the five game series for the championship of the baseball league. They are entered in the post-season series for the championship of the District of Columbia.

The Round Robin tennis tournament is still in progress and a close contest is expected before its completion.

Assistant secretary W. F. Underwood spent his vacation at South Chesapeake Beach with his troop of Boy Scouts and members of his family.

We are pleased to congratulate Sydney H. Winslow, son of the secretary, on the advent of a charming young Miss into his family circle. Best wishes to the young lady and her family. Sydney will be remembered by his friends and former associates in the Test Department.

Interest is growing in the morning devotions held each day from 9 to 9.15 o'clock. Men in the rooms appreciate the value of starting the day right and grasp the opportunity of a few minutes' meditation and communion together. This custom was inaugurated several years ago.

Several new books have been added to the library: "Manual of Military Training" and the "Private's Manual," Major James A. Moss, and "U. S. Infantry Drill Regulations" and the "Plattsburg Manual." These books will be of great help to the members of the Home Defense League Rifles.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

The usual summer quiet in Washington, D. C., has been broken this year by the stirring events that have disturbed the peace and comfort of this poor old world. At every turn one hears patriotic airs being sung and played, and the boys in khaki are everywhere in evidence. Railroad work has increased and with this, and the difficulty in obtaining competent labor, the few of us who are not yet called to the front already realize that we will have our bit to do in the fight for freedom and right. Well, we will try to be good soldiers and prove our readiness for any emergency.

Aside from the war and work there is very little happening in Washington, but these two items will keep us all out of mischief for some time to come.

The ladies of the Red Cross units in connection with the R. R. Y. M. C. A. have done such excellent work that they have been admitted as full members of the American Red Cross Society, a fact of which they are not a little proud.

Many expressions of regret were occasioned by the sad death of conductor Flava Willie, who was killed in an accident near the Alexandria Junction tower on the night of August 11. Conductor Willie was a familiar figure around this station for a number of years past.

We were all very glad to see foreman carpenter J. S. Schell walk into the office after recovering from a severe attack of rheumatism. We do not like to miss the old familiar faces, and when one returns he is always warmly welcomed.

Clerk J. H. Huhn, who has also been sick for the past month, resumed his duties September 1.

Cashier W. Y. Stillwell is still on the sick list. He is contemplating a western trip in the near future in the hope of recovering his usual good health. We hope his trip will have a beneficial effect.

F. J. McKeever, who acted as O. S. and D. clerk during the absence of J. H. Huhn, left us on September 1 to accept a position with the Washington Terminal Company. We wish him good luck in his new post.

Mount Clare Shops

Correspondent, W. L. MORGAN, *Secretary to Superintendent*

Divisional Safety Committee

L. FINEGAN.....Chairman, Superintendent of Shops
E. P. POOLE.....Vice-Chairman, Asst. Supt. of Shops
W. L. MORGAN.....Secretary, Secretary to Supt. of Shops
J. HOWE.....General Foreman
H. A. BEAUMONT.....General Car Foreman
G. H. KAPINOS.....Supervisor of Shop Machinery and Tools
DR. F. H. DIGGES.....Assistant Medical Examiner
A. G. CAVEDO.....Machinist, Erecting Shop
W. L. CHILDS.....Boilermaker, Boiler Shop
J. R. FROTHINGHAM.....Machinist, No. 1 Machine Shop
W. W. WILKESON.....Machine Operator, No. 2 Machine Shop
B. F. DOUGLASS, JR.....Pipe Fitter, Pipe and Tin Shop
W. C. DUVALL.....Coremaker, Foundries and Re-rolling Mill
L. E. BLANK.....Machine Operator, Blacksmith Shop and Flue Plant
W. SCHMOLL.....Machine Operator, Bolt and Forge Shop
L. A. HINZERBERGER.....Machine Operator, Air Brake Shop
J. J. KEOGH.....Patternmaker Apprentice, Pattern Shop
O. F. DOYLE.....Machinist, Steel Car Plant and No. 3 Machine Shop
B. F. COON.....Tender Repairman, Tender and Tender Plant Shop
P. O'BRIEN.....Machine Operator, Axle Shop and Power Plant
F. J. SOBENS.....Material Man, Freight Car Track
J. V. GUNTZ.....Car Builder, Passenger Car Erecting Shop
G. ALLENBAUGH.....Upholsterer, Upholstering, Passenger Car, Paint and Finishing Shops
W. SNYDER.....Carpenter, Saw Mill and Cabinet Shop
G. SCHUEFFLE.....Material Distributer, 1st Floor Storehouse

The annual outing of Mount Clare employes was held on Saturday, August 25, at Tolchester, Maryland, under the auspices of the Mount Clare Welfare, Pleasure and Athletic Association. Special boats were provided for the transportation of the three thousand employes and their families. The program for the day was particularly well planned and the entertainment and needs of those attending was taken care of in every possible way. Those in charge of the affair are to be complimented on the pronounced success of the outing.

The Mount Clare Welfare, Pleasure and Athletic Association has a dramatic department that is making some rapid strides under the management of M. A. Wuster. The association now has under consideration the purchasing of a piano for the entertainment of the members, which we think is a fine idea.

The photograph on next page shows Hugh Deitz, former chief clerk at Brunswick, who now holds a position in the office of accountant at Mount Clare, and Ray Engle, an apprentice, who is serving in the office of the mechanical engineer at Mount Clare.

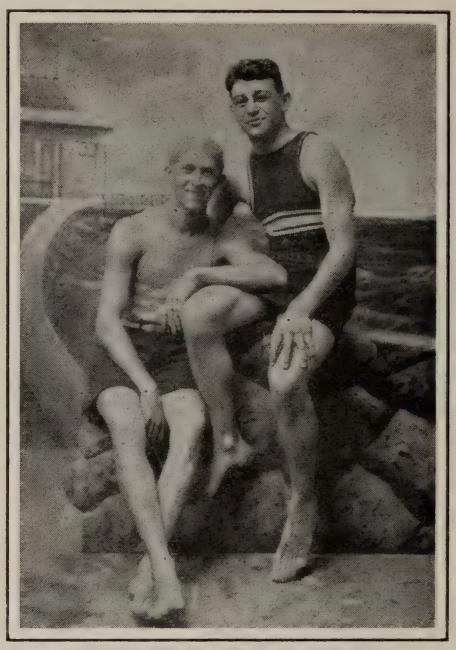
Installation of Mud Plug Machine at Mount Clare Shops

Within the last few months the installation of machines of the latest and most up-to-date type has been one of the steps taken by the Company to make Mount Clare not only the most efficient, but the best equipped railroad shop in the country.

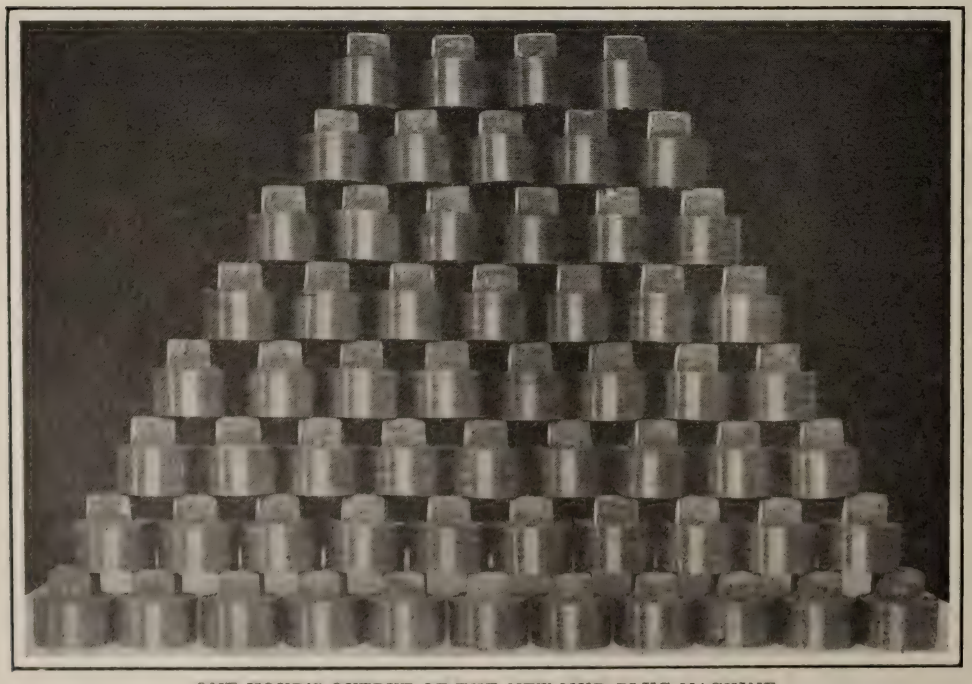
The machine of which this article treats is not new in principle, but the attachments are a great asset. It is the only machine of its kind in the country today, the idea being originated by W. S. Eyerly, foreman of No. 2 Machine Shop, who also supervised the construction of the machine.

Going through most railroad shops one will notice that the mud plugs for the locomotives are turned up on a lathe, and on inquiring about them, will be informed that when an output of one hundred plugs per day is obtained it is considered a good day's work. But the picture of plugs on this page shows one hour's output of the machine constructed at this shop. This rate of output is kept up for nine hours, making a total of five hundred and forty mud plugs per day. This means an increase of five hundred per cent. over the old method, not taking into consideration a saving of nearly six hundred per cent. in cost of production, which means a large sum of money when the number of mud plugs used per month by a large railroad is taken into consideration.

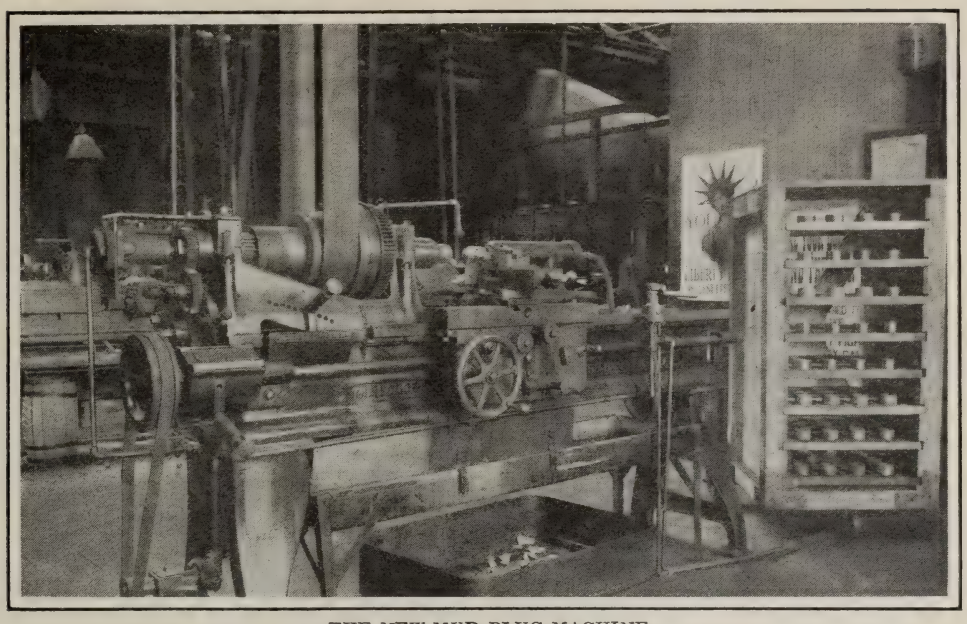
An inspection of this machine reveals that it was originally a "Lodge and Shipley" 18-inch lathe. The starting and stopping of the machine, and also the clamping of the plug, is done by air, the last named operation being



HUGH DEITZ AND RAY ENGLE



ONE HOUR'S OUTPUT OF THE NEW MUD PLUG MACHINE



THE NEW MUD PLUG MACHINE

accomplished by the placing of an air cylinder in the tail stock of the machine. The three way valve at the left of the machine controls the air in the following manner:

The plug is placed in the chuck, which fits the square on the mud plug (they being all standard); then the handle of the valve is placed in the extreme right position, which allows the air to pass into the cylinder on the tail stock, thus clamping the plug and also allowing the air to pass into the cylinder located in the rafters, not shown in the picture, which operates the belt shifter and at the same time starts the machine. After the plug is chased the handle is turned in the extreme left position, which releases the plug and shifts the belt to the loose pulley, thus cutting the machine off. However, at the same time air is admitted into the cylinder on the spindle, which knocks the plug out of the chuck if it is tight. There is a stationary taper attachment arranged on the back of the machine, and the cross feed screw has been removed and a rod connected to a block in the taper attachment and the head, thus allowing the head to always travel on the right taper, ¾ inch in 12. The tools used for this machine, a roughing and threading tool, are fastened to the rest, and are made from old geometric dies. In setting up the tools a standard chased plug is placed in the machine, the chasing tool is set at the root of the thread and the roughing tool set $\frac{1}{64}$ inch off, so as to leave enough metal to make a good thread. After this is done the handle is turned and the machine is ready for work. The machine is geared so as to cut twelve threads per inch, which is the boiler standard. You will also note that the pump for the cutting compound has the driving pulley on the spindle, which runs only when the machine is in operation. This is a very good feature.

The portable rack shown at the right of the machine has a capacity of 160 mud plugs. The rack is constructed so that the shelves may be removed when filled with finished plugs and replaced with shelves filled with plugs to be turned. When these shelves are filled to their capacity special provision has been made so that the mud plugs can be kept separated and thus the threads are not marred by the plugs striking against each other.

As a whole, this machine is an extremely fine piece of mechanism, turning out an excellent grade of work, and is a good example of the improvements being made at this station in the installation of new and up-to-date machinery.



MODEL CANNON, MADE BY A. V. WESTERVELT

The picture in opposite column is of a model field howitzer, made by A. V. Westervelt,

foreman of the Electrical Department. Many of these "dummy" cannon (not so elaborately or carefully constructed, however) have been used in the great war in Europe for the purpose of deceiving aero observers and drawing artillery fire away from the real batteries. That Mr. Westervelt's cannon is a very close copy of the real thing can be seen by a glance at the picture.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
Thomas R. Rees, *Secretary to Superintendent*
W. C. Montignani, *Secretary, Y. M. C. A.*
C. L. Kalbaugh, *Chief Clerk to Master Mechanic*

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
H. W. Grenoble...Vice-Chairman, Assistant Superintendent
T. R. Rees.....Secretary
E. P. Welshonce.....Trainmaster, West End
E. C. Groves.....Trainmaster, East End
L. J. Wilmoth.....Road Foreman, East End
M. A. Carney.....Road Foreman, West End
F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
Dr. J. A. Dorner.....Medical Examiner
Dr. J. H. Mayer.....Medical Examiner
G. R. Bramble.....Freight Agent
W. D. Strouse.....Joint Agent
E. E. Dean.....Car Foreman, East End
W. T. Davis.....Car Foreman, West End
F. L. Leyh.....Storekeeper
W. M. Hinkey.....Storekeeper
W. S. Harig.....Division Claim Agent
T. Z. Terrell.....Freight and Ticket Agent
I. S. Sponseller.....General Supervisor
J. N. Godman.....Captain of Police
F. A. Taylor.....Master Carpenter
W. L. Stevens.....Shop Clerk
W. C. Montignani..Secretary, Balto. and Ohio Y. M. C. A.
M. E. Mullen...Assistant Master Mechanic, Keyser, W. Va.

Rotating Members

C. Dillon.....Conductor
J. C. Schroder.....Engineer
A. N. Keyser.....Fireman
W. J. Leasure.....Yard Brakeman
L. H. Middlecamp.....Machinist
E. J. Twigg.....Car Inspector

Baltimore and Ohio Athletic Association of Cumberland, Md.

President

Griffin A. McGinn.....Chief Clerk to Superintendent

Vice-Presidents

F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
D. H. Street.....Division Freight Agent
A. J. Kelly.....General Yardmaster

Treasurer

G. R. Bramble.....Freight Agent

Secretary

T. R. Rees.....Secretary to Superintendent

It is a perplexing problem each year for the management of the Deer Park Hotel grounds to add some touch of perfection to the appearance and natural beauty of the property that will keep pace with the high grade track and roadway track accomplished by the maintenance of way force.

The accompanying view will reflect in the minds of those who are delighted each year with the Deer Park surroundings and remind them of the very high grade track and roadbed put up under the supervision of M. S. Sisler, track supervisor, Sub-Division 4, and foreman M. Landis, to whom credit is due for their interest and skill in the work. Foreman Landis accomplishes this work each year with the assistance of a high class gang of native laborers, who also take pride in a clean, well-built, smooth-riding track that attracts the admiration of passengers and visitors at the Deer Park Hotel property. To these men much credit is due.



ROADBED AND TRACK AT DEER PARK HOTEL

Martinsburg Shops

Correspondent, W. L. Stephens

Laurence Irvin and Stewart Kilmer, of the office force, have resigned to accept positions elsewhere—Mr. Irvin at Pontiac, Mich., and Mr. Kilmer at Ambridge, Pa.

Owen Fisher has accepted the position of dispatch clerk and is making a stern effort to master efficiency as applied to railroad work.

Miss Alice G. West and Miss Minnie Chamberlain have joined the clerical force and are performing their duties like real railroaders.

Agent Tonry has added three young ladies to his office force—Miss Ruby Oliver, Miss Lottie Farrin and Miss Nora Chapman. These young ladies are proving a great help to the clerks in agent Tonry's office.

The Martinsburg association of Veteran Employes of the Baltimore and Ohio held their semi-annual meeting at the Y. M. C. A. on August 16.

The evening proved a stormy one, and prevented many of the veterans and their friends from attending. Despite the weather quite a goodly number gathered to enjoy the evening of good fellowship. President Brantner presided and a pleasing program of vocal and instrumental music, recitations and short speeches provided ample entertainment.

Superintendent G. D. Brooke and "Jack" Lucas of Cumberland, William Shaw of the Baltimore association and H. W. Fauver and the Rev. Chamberlain, of Martinsburg, made short addresses. Ice cream and cake were served by the Ladies' Auxiliary of the Y. M. C. A.

The Martinsburg association is in splendid shape and the members are looking forward to the annual meeting to be held early in 1918.

Death's hand has been busy among us the past few weeks.

Levi Milburn, track foreman, was injured near Sir John's Run by being knocked from a track speeder by a moving train. He was brought to the City Hospital at Martinsburg and died a few hours later.

The body was taken to the home of his parents near Winchester, Va. He was thirty-nine years old and is survived by seven children.

A. C. Armstrong, at one time an engineer on the Baltimore and Ohio, was killed in the Pennsylvania Railroad yards at Derry, Pa. At the time of his death he was employed by the Harrison Construction Co., Inc., as dinkey engineer. He was a member of the local division B. of L. E.

Brakeman J. Robert Kimmell, for thirty-nine years an employe of the Baltimore and Ohio met death suddenly while with his train at Green Spring, W. Va. Just how Mr. Kimmell's life was so suddenly ended is not known. No marks were found upon the body to indicate that he had been struck by a train. It is believed that a stroke of paralysis caused his death. He was sixty-three years old. He is survived by his widow and two children. The funeral was held from his home on West Martin Street, the Rev. Dr. Chamberlain conducting the services. Members of the B. of R. T. acted as pall bearers and as an escort of honor to their dead brother.

Thomas Brown Chambers, one of the oldest Baltimore and Ohio veterans, died at his home, 409 South Raleigh Street, of paralysis. He was seventy-one years old. He was an employe of the Baltimore and Ohio for fifty-three years. He served as a brakeman for quite a while and for twenty-three years as conductor.

Failing health for the past few years prevented his serving on the Main Line and he acted as switchman at the Queen Street crossing. It can be said that he practically died in harness, as he filled his last position up until a few weeks before his death.

The deceased is survived by his widow, who was Miss Mary V. Yontz, of Shepherdstown, W. Va., before her marriage, and four sons and three daughters.

Two sons, Boyd W. and J. W. McSherry Chambers, are employes of the Baltimore and Ohio in the local shop. Mr. Chambers was a member of the local Veterans' Association and the Order of Railway Conductors and was held in high esteem by all who knew him. The funeral services were held at the First Methodist Episcopal Church, the Rev. R. L. Wright officiating. Burial was in Green Hill Cemetery.

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton
R. F. Haney, *Conductor*, Weston
C. F. Schroder, *Operator*, Grafton
J. Lynch, *Car Inspector*, Fairmont

Divisional Safety Committee

J. M. Scott.....Chairman, Superintendent, Grafton, W. Va.
J. W. McClung.....Trainmaster, Grafton, W. Va.
J. A. Anderson.....Master Mechanic, Grafton, W. Va.
W. I. Rowland.....Road Foreman, Grafton, W. Va.
J. F. Eberly.....Division Engineer, Grafton, W. Va.
H. L. Miller.....Car Foreman, Grafton, W. Va.
J. O. Martin.....Division Claim Agent, Clarksburg, W. Va.
Dr. C. A. Sinsel.....Medical Examiner, Grafton, W. Va.
Dr. E. A. Fleetwood.Medical Examiner, Clarksburg, W. Va.
P. B. Phinney.....Agent, Grafton, W. Va.
J. D. Anthony.....Agent, Fairmont, W. Va.
S. H. Wells.....Agent, Clarksburg, W. Va.
R. L. Schill.....Agent, Weston, W. Va.
E. J. Hoover.....Agent, Buckhannon, W. Va.
F. W. Tutt.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.

Rotating Members

J. O. Whorley.....Engineer, Fairmont, W. Va.
W. H. Kelly.....Machinist, Grafton, W. Va.
C. C. Burgy.....Brakeman, Grafton, W. Va.
E. E. Yerkey.....Conductor, Clarksburg, W. Va.
J. W. Thornhill.....Car Inspector, Fairmont, W. Va.
L. V. Atha.....Conductor, Grafton, W. Va.
E. L. Pendergast.....Machinist, Fairmont, W. Va.

J. McClung, trainmaster, and "Pet" Lavelle, the popular dispatcher, spent their vacation in New York City.

F. Price, the obliging file clerk at Grafton, also enjoyed his vacation sight-seeing in New York City.

The picture at bottom of page is Denis D. Nicholas and his family—a real railroad family. Mr. Nicholas entered the service in 1892 and has been in continuous service since that time working as bridge carpenter, bridge inspector and in pumping work. He is now working in the water station.

Reading from left to right, those in the picture are, seated, Mr. and Mrs. Nicholas; standing, the youngest son, Robert L., who was a brakeman on the Monongah Division until he met with a serious accident; Guy L., who is a fireman on the Monongah Division; Judson D., who is a trainmaster on the Coal and Coke Railroad; George E., who is a passenger brakeman on the Cincinnati Northern; William H., who is a conductor on the Monongah Division.

Mr. Nicholas is mighty proud of his family of railroaders. Until the injury of the youngest son all were employed in train service.

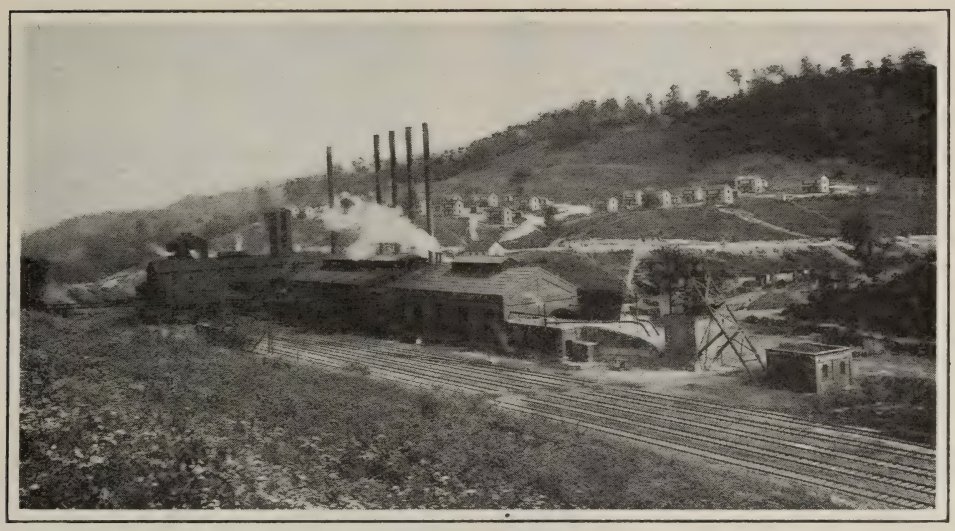


J. A. BOYD, SECTION FOREMAN

The photograph at top of opposite page is that of Annabelle Mine of the Four States Coal Company, and known as "the Million Dollar Plant." It is one of the most up-to-date mining plants of the one hundred and sixty-five mines located on the Monongah Division. The output of this mine was 200,000 tons for the period of three months, namely, May, June and July, 1915, at which time they had all the orders, men and cars they desired, which was something unusual. A. C. Beason is superintendent of this mine. He is one of the most capable and wide-awake coal men in this country.



D. D. NICHOLAS AND FAMILY



ANNABELLE MINE

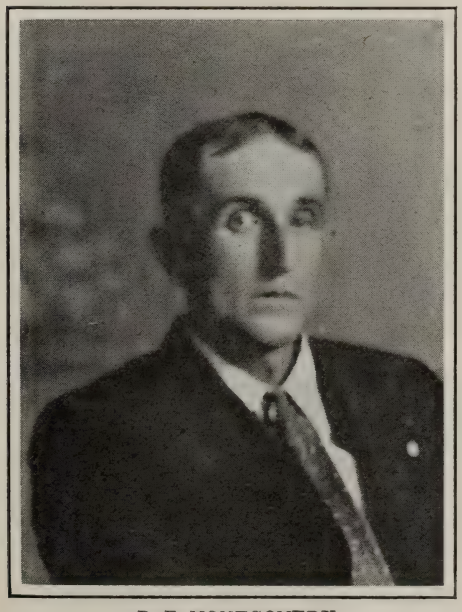
Wheeling Division

Correspondents

M. J. SAUTER, *Office of Superintendent*
D. F. ALLREAD, *Agent*, Reader, W. Va.

Divisional Safety Committee

W. M. HAVER.....Chairman, Superintendent
P. A. BEATTY.....Division Engineer
T. R. STEWART.....Master Mechanic
W. F. ROSS.....Road Foreman of Engines
C. W. GORSUCH.....Terminal Trainmaster
J. A. FLEMING.....Agent, Wheeling, W. Va.
DR. J. E. HURLEY.....Medical Examiner
DR. L. D. NORRIS.....Medical Examiner



B. F. MONTGOMERY

M. C. SMITH.....Claim Agent
F. M. GARBER.....Car Foreman
R. A. NEASE.....Machinist Helper
W. C. WRIGHT.....Track Supervisor
J. THONEN.....Engineer
E. L. PARKER.....Freight Conductor
L. C. BOMER.....Freight Conductor
B. HUFF.....Machinist
J. E. HOLLER.....Freight Fireman

Section foreman J. A. Boyd, whose picture is at top of page 76, was born at Proctor, West Virginia, on March 13, 1875, and entered our service as a trackman on the Wheeling Division on January 1, 1891. He has been in continuous service since that time, and was promoted to section foreman on August 1, 1901. He is the oldest active section foreman in service on the Wheeling Division.

Ohio River Division

Correspondents

E. L. SORRELL, *Office of Superintendent*
R. E. BARNHART, *Office of Superintendent*
W. E. KENNEDY, *Office of Superintendent*

Divisional Safety Committee

J. W. ROOT.....Superintendent
F. C. MORAN.....Trainmaster
E. J. LANGHURST.....Road Foreman of Engines
O. J. KELLY.....Master Mechanic
C. E. BRYAN.....Division Engineer
W. E. KENNEDY.....Division Claim Agent
DR. J. P. LAWLOR.....Medical Examiner
E. CHAPMAN.....Captain of Police
F. A. CARPENTER.....Agent, Parkersburg
S. E. EASTBURN.....Agent, Yardmaster, Huntington
H. F. OWENS.....Secretary

ROTATING MEMBERS

H. L. BARTELS.....Engineer
O. W. MCCARTY.....Fireman
H. NEAL.....Conductor
M. F. CALDWELL.....Brakeman
A. C. SMITH.....Car Department
O. F. TAYLOR.....Locomotive Department
E. FARRELL.....Stores Department

The picture in opposite column is of carpenter foreman B. F. Montgomery. Mr. Montgomery

was born on March 31, 1874, and entered Baltimore and Ohio service as a laborer on March 1, 1892. On August 1, 1904, he was promoted to carpenter foreman, which position he now holds.

Effective August 13 L. E. Haislip was appointed division engineer, Ohio River Division, with headquarters at Parkersburg, W. Va., vice C. E. Bryan, resigned.

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent*, Cleveland

Divisional Safety Committee

H. B. GREEN.....Superintendent
G. B. GYMER.....Secretary
J. J. POWERS.....Trainmaster
W. J. HEAD.....Trainmaster
A. R. CARVER.....Division Engineer
G. R. GALLOWAY.....Master Mechanic
P. C. LOUX.....Road Foreman of Engines
G. H. KAISER.....Road Foreman of Engines
A. J. BELL.....Terminal Agent
DR. A. A. CHURCH.....Medical Examiner
DR. J. J. MCGARRELL.....Medical Examiner, Lorain
G. J. MAISCH.....Claim Agent
M. E. TUTTLE.....Division Operator

ROTATING MEMBERS (to serve three months)

W. G. HARRIS.....Assistant Agent, East Akron
C. H. RICHARDS.....Dispatcher, Akron
M. CARANO.....Section Foreman, Akron
J. H. MYERS.....Carpenter Foreman, Cleveland
T. J. BOWEN.....Conductor, Lorain
J. A. MOORE.....Engineer, Lorain
M. LIVINGSTONE.....Engineer, Cleveland
J. E. FRISKEY.....Conductor, Akron
G. C. BELL.....Conductor, Cleveland
W. REIDER.....Machinist, Cleveland
T. A. HORN.....Material Checker, Lorain

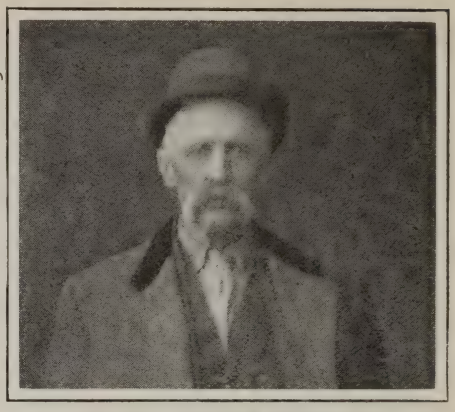
L. F. Ryan was appointed assistant storekeeper at Cleveland, September 1, vice A. D. Rosier, furloughed.

Newark Division

Correspondent, W. F. SACHS, *Chief Clerk*

Divisional Safety Committee

D. F. STEVENS.....Chairman, Superintendent, Newark, O.
J. P. DORSEY.....Trainmaster, Newark, O.



B. BRILL, TRACK FOREMAN

J. TORDELLA.....Division Engineer, Newark, O.
R. A VERNON.....Newark, O.
W. F. MORAN.....Master Mechanic, Newark, O.
A. R. CLAYTOR.....Division Claim Agent, Newark, O.
D. L. HOST.....T. M. & C. T. D., Columbus, O.
DR. M. H. KOEHLER.....Medical Examiner, Newark, O.
C. G. MILLER.....Shopman, Newark, O.
J. A. MITCHELL.....Conductor, Newark, O.
W. C. NEIGHBARGER.....Engineer, Newark, O.
J. C. MCVICKER.....Fireman, Newark, O.
W. F. HALL.....Car Repairman, Newark, O.
D. E. DUFFY.....Blacksmith, Newark, O.
C. RITTENHOUSE.....Yard Conductor, Newark, O.

ROTATING MEMBERS

THOMAS WATERS.....Conductor
WM. H. DEVORE.....Fireman
J. N MCDONALD.....Engineer
LAWRENCE PRIOR.....Car Repairman
WM. SCHLINGERMAN.....Machinist
B. J. HARRINGTON.....Yard Brakeman

The picture at top of column is of track foreman B. Brill, in charge of Section No. 9, Salesville, Ohio. Mr. Brill celebrated his sixty-eighth birthday on April 2. He enjoys good health and has been in the service for forty-five years. He has practiced "Safety First" in his work



WOMEN EMPLOYES IN FREIGHT DEPARTMENT AT AKRON, OHIO

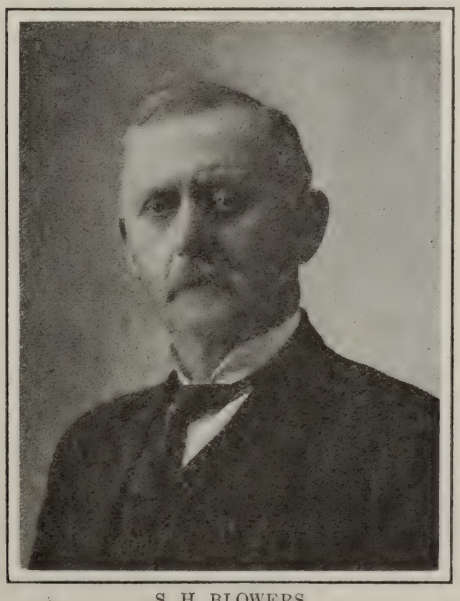
and his living, giving a splendid example to his fellow employes.

S. H. Blowers, of Columbus, O., who is among the oldest active employes, entered the service as bridge carpenter April 13, 1868, at Bellaire, Ohio, under the jurisdiction of John Bradshaw, superintendent of construction of the first bridge over the Ohio River, at Bellaire, Ohio.

In the fall of 1870 he was transferred to the Central Ohio Division. In 1882 he was made foreman of bridge carpenters of the Central Ohio Division, with headquarters at Zanesville, Ohio, under William Dunn, general superintendent of bridges and buildings. In 1884 Mr. Blowers was appointed superintendent of bridges, buildings and water stations of Ohio Divisions by T. J. Frazier, master of Maintenance of Way Department, with headquarters at Newark, Ohio, until 1887, when David Lee was made superintendent of maintenance of way on lines west of the Ohio River, and the headquarters were moved to Zanesville, Ohio.

In 1889 the Midland Division was taken over by the Baltimore and Ohio Railroad Company. The bridges, buildings and water stations were placed in his charge by David Lee. He supervised the rebuilding of all the trestles, twenty-four span of steel bridges and several buildings.

In 1890 the Zanesville shops were started for repairs of frogs and switches, and on completion of the Akron Division the machinery used for the manufacturing of frogs, crossings and switches was moved to Zanesville shops. Mr. Blowers set up the machinery and opened up the manufacture of frogs, crossings, switches and the steam pump repairs for lines west of the Ohio River, under Mr. Lee, in addition to his other duties as superintendent of bridges, buildings and water stations. He filled this position until 1901, when he suffered a nervous break-down.



S. H. BLOWERS

He was off duty until 1903, when he returned as foreman on the C. & N. Division, but could not stand the work. He was absent again from nervous trouble until 1905, when he was made inspector of new buildings under contract by H. B. Dick, division engineer of the Newark Division.

In 1909 he was appointed bridge inspector, Wheeling System, but owing to an injury received in 1882 in raising trestles at a wash-out near Bellaire, Ohio, could not stand the walking and climbing. He was returned to the Columbus and Newark Division as carpenter foreman.

During his services he supervised the erection of 105 span of iron and steel bridges. He has been a member of the Baltimore and Ohio Relief Department since March, 1880, and is a member of the Veteran Employes' Association of the Newark Division.

Incidentally, Mr. Blowers has patented several designs of pile drivers, the last of which was made by the McMyler-Interstate Co., at Cleveland, Ohio.

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Broughton.....Chairman, Superintendent
C. M. Stone.....Trainmaster
T. E. Miller.....Master Mechanic
G. N. Cage.....Road Foreman of Engines
Dr. F. H. Weidemann.....Medical Examiner
H. B. Pigman.....Division Operator
A. P. Williams.....Division Engineer
H. D. Whip.....Relief Agent
C. A. Albright.....Agent
E. E. McDonald.....Agent
W. F. Herwick.....Conductor
W. J. Dayron.....Road Brakeman
O. E. Newcomer.....Fireman
W. H. Metzgar.....Supervisor
E. C. Lucas.....Car Foreman
A. L. Friel.....Shop Foreman
H. E. Cochran.....Secretary

J. L. Leonard, for the past fifteen years connected with the Uniontown office, and one of the most popular railroad men in this city, has been appointed baggagemaster for the Union Station in Akron, Ohio.

That the new duties which the courteous local ticket agent will take up are no mean ones may be judged by the fact that the Union Station at Akron is the terminal for the Baltimore and Ohio, Erie and Pennsylvania lines, all of them operating from the one point.

Mr. Leonard has been ticket agent at the Uniontown station for the past four years. Mrs. Leonard, who has also been associated with him in the office work, remained in charge until September. R. E. Dull, who has been night clerk at Connellsville for a number of years, will succeed Mr. Leonard here. He comes to this city well recommended.

Pittsburgh Division

Correspondent, B. J. McQUADE, *Office of Superintendent,* Pittsburgh

Divisional Safety Committee

T. J. BRADY.....Chairman, Superintendent
T. W. BARRETT.....Vice-Chairman, Trainmaster
W. J. KENNEDY.....Secretary
C. C. COOK.....Division Engineer
M. C. THOMPSON.....Road Foreman of Engines
G. W. C. DAY.....Division Operator
E. J. BRENNAN.....Superintendent of Shops
F. P. PFAHLER.....Master Mechanic
A. J. WEISE.....General Car Foreman
F. BRYNE.....Claim Agent
W. F. DENEKE.....Agent, Pittsburgh
DR. A. J. BOSSYNS.....Medical Examiner
R. F. LANGDON.....Brakeman
E. D. MCCAUGHEY.....Fireman
E. P. CHENOWITH.....Conductor
J. J. BERRY.....Foreman, Glenwood
J. L. SOLIDAY.....Engineer

On August 1 J. C. McCormick was appointed traveling coal freight agent, with headquarters at Uniontown, Pa., vice Adam Erdman, promoted.

The pictures below are those of six of the oldest track foremen now in active service on the Pittsburgh Division.

N. McElligott (upper left corner) entered the service May 16, 1895, as foreman in Allegheny Yard. He was transferred to the engineering department in 1904 and returned to the M. of W. Department in 1912. He is now employed as section foreman at Etna, Pa.

J. F. Cronin (upper center) entered the service in 1883 and is now employed as section foreman at Thomas, Pa., on the W. P. & B.R.R.

George W. Way (upper right corner) entered the service in 1883, having been employed on the E. & S. R. R., F. St. P. & C. R. R., P. B. & B. R. R., P. & W. R. R. and Baltimore and Ohio Railroad, as these companies have operated this line. Mr. Way is now employed as section foreman at Knox, Pa.

Robert E. Frazier (lower left corner) entered the service in 1889 and is now employed as section foreman at Marionville, Pa.

Joseph Henry Shillinger (lower center) entered the service of the P. & W. R. R. at Lucinda in 1882, as water boy on the first gravel train moved over the road after the track was constructed. He was employed as trackman at Lucinda until 1888 and moved from there to the Clarion Branch. In 1893 he served as assistant foreman at Knox and was promoted to track foreman at Sheffield Junction in 1904, remaining at this location until 1906. In 1906 he was transferred to LaFayette in charge of track between Kane and Mt. Jewett, a position he held until 1911 at which time the narrow gauge was made standard and he was transferred to Mt. Jewett as track foreman, the position he now holds. Mr. Shillinger has the unusual record of never having had an employe injured on his section during his thirty-five years' service.

James Whalen (lower right corner) entered the service of the Pittsburgh & Connellsville Railroad Company in November, 1865, and was appointed foreman in August, 1868, on the F. & C. Branch, Connellsville to Uniontown, Pa.



TRACK FOREMEN ON PITTSBURGH DIVISION



M. J. EMSWILLER AND J. J. KIRSCH

Glenwood Shops

The accompanying picture is of two of our valuable young roundhouse men, M. J. Emswiller and J. J. Kirsch. Their work is to write up the work to be done on locomotives which are in the shop.

New Castle Division

Correspondent, J. A. LLOYD, *Chief Clerk to Superintendent*

Divisional Safety Committee

C. W. VANHORN.....Chairman, Superintendent
C. P. ANGELL.....Trainmaster
D. W. CRONIN.....Division Engineer
J. J. MCGUIRE.....Master Mechanic
T. K. FAHERTY.....Road Foreman of Engines
JAMES AIKEN.....Agent, Youngstown, O.
DR. F. DORSEY.....Medical Examiner
C. G. OSBORNE.....Division Claim Agent
F. H. KNOX.....Agent, New Castle, Pa.
W. P. CAHILL.....Division Operator
W. DAMRON.....Terminal Trainmaster
A. T. HUMBERT.....Master Carpenter

ROTATING MEMBERS (to serve three months)

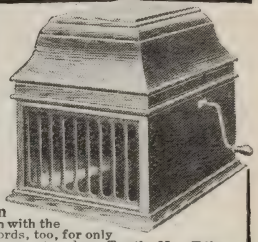
E. F. TOEPFER.....Road Engineer
G. T. GRIFFITH.....Road Fireman
H. A. BRADLEY.....Road Conductor
S. K. FIELDING.....Yard Engineer
L. WHALEN.....Pipe Fitter
J. W. FERRON.....Work Checker, Car Department

C. B. Powers, whose picture accompanies this article, a former yard clerk at Chillicothe terminal, has a position as assistant yardmaster to the general yardmaster at Youngstown, Ohio. Powers was night yard clerk here when he left in 1915 to take service with the Big Four, where he served as chief clerk for one year, going to Youngstown in October, 1916, where he has risen to his present position.

Employes of New Castle Division extend their best wishes and hearty congratulations to Miss Mary Josephine Alvaro, of Keyser, W. Va., and to Dominick Vozzo, foreman at Youngstown, Ohio, who were married December 21, 1916. We are very proud at the choice of Mr. Vozzo's bride. Mr. Vozzo has worked with us ten years and is better known as "Little Mike." Miss Alvaro was educated in the Keyser schools and was well known among Keyser's younger set. May their married life be a happy and prosperous one.

Mr. Edison's Wonderful Phonograph

Only $1.00 After Free Trial



Yes, you may keep this New Edison —Thomas A. Edison's great phonograph with the diamond stylus—and your choice of records, too, for only $1. Pay the balance at rate of only a few cents a day. Try the New Edison in your own home before you decide to buy. Send no money down. Entertain your friends with your favorite records. Then return it if you wish.

Write Today For Our New Edison Book. Send your name and address for our new book and pictures of the new Edison phonograph. No obligations—write now *while this offer lasts.*

F. K. BABSON, *Edison Phonograph Distributors*
7436 Edison Block, Chicago, Illinois

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Five-Pass., 34.7 H. P. Drive and demonstrate the Bush Car. Pay for it out of your commissions on sales, my agents are making money. Shipments are prompt. Bush Cars guaranteed or money back. Write at once for my 48-page catalog and all particulars. 1918 models now ready. Address J. H. Bush, Pres. Dept. 9N Y

32 x 3 1-2 Tires
115-inch Wheelbase
Delco Ignition—Elect. Stg. & Ltg.

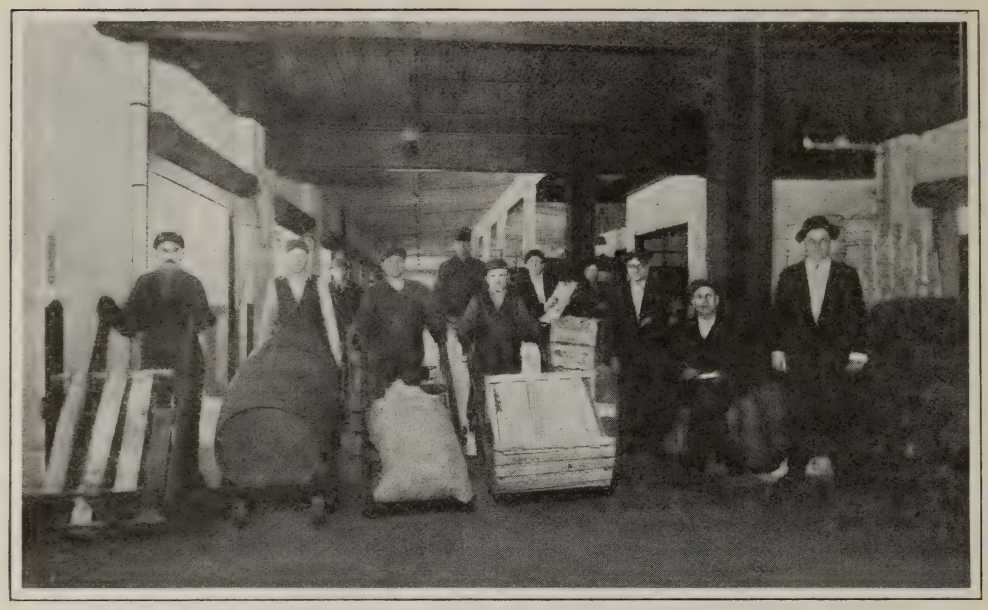
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WATSON E. COLEMAN, Patent Lawyer
624 F Street, N. W. Washington, D. C.

On August 14 George H. Sarff, first trick dispatcher at Painesville, Ohio, and Miss Vivian E. Reed were married at Painesville, the ceremony being performed by the Rev. W. W. Deitrich. Mr. Sarff's entry into double harness leaves but two young and handsome bachelors in the dispatchers' force—E. A. Goehring and J. M. Griffin. George, however, was the fairest flower of them all. Mrs. Sarff



C. B. POWERS

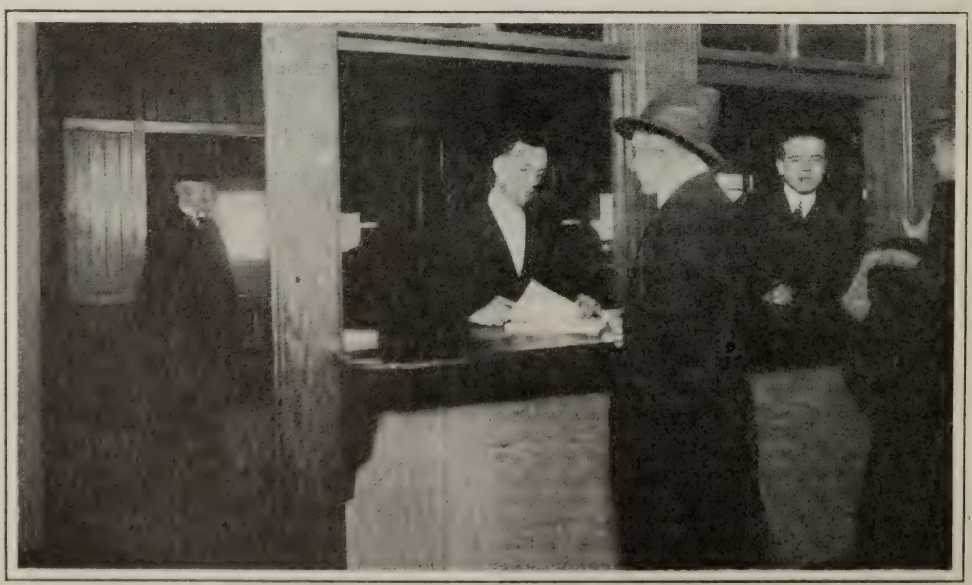


NEW FREIGHT HOUSE AT YOUNGSTOWN

was employed in the general yardmaster's office at Painesville. The many friends of the young couple on the New Castle Division extend to them best wishes for a long and happy married life.

Here are two photographs of Youngstown's new freight station. The old building was two cramped to take care of the business.

A new freight house was built, the top photograph showing a portion of the warehouse, with G. W. Richards, freight house foreman, at the right. The other photograph shows the entrance to the office. Through the door can be seen agent Aiken with a Baltimore and Ohio time-table in his hand, ready to handle all the freight he can get, and sell the shipper and consignee tickets for themselves and family via our lines to all points.



ENTRANCE TO FREIGHT HOUSE OFFICE, YOUNGSTOWN



HOME OF ENGINEER JAMES A. KING
at Garrett, Indiana. Purchased through the Relief Department

Chicago Division

Correspondent, P. G. ERVIN, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON.....Chairman, Superintendent, Garrett, Ind.
T. J. ROGERS....Vice-Chairman, Trainmaster, Garrett, Ind.
T. E. JAMISON.....Trainmaster, Garrett, Ind.
JOHN TORDELLA.....Division Engineer, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
F. N. SHULTZ.....Division Operator, Garrett, Ind.
W. F. MORAN.....Master Mechanic, Garrett, Ind.
D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
J. E. FISHER.....Road Foreman of Engines, Garrett, Ind.
J. D. JACK.....Claim Agent, Garrett, Ind.
W. A. FUNK.....Medical Examiner, Garrett, Ind.
C. W. HEDRICK.....Medical Examiner, Chicago Jct., O.
R. R. JENKINS.....Secretary Y. M. C. A., Chicago Jct., O.
JOHN DRAPER.....Agent, Chicago, Ill.
HENRY BERGSTROM.....Machinist, South Chicago, Ill.
W. P. ALLMAN.....Agent, Avilla, Ind.
C. A. HAMILTON.....Engineer, Garrett, Ind.
C. H. KEYS.....Fireman, Garrett, Ind.
N. D. SCOTT.....Conductor, Deshler, O.
DAVID WAGNER.....Brakeman, Garrett, Ind.
ROBERT KIPP.....Yard Brakeman, Chicago Jct., O.
W. A. MILLER.....Car Builder, Garrett, Ind.
H. SCHNEIDER.....Car Inspector, South Chicago, Ill.
L. C. BEEBER.....Pipe Fitter, Garrett, Ind.
JULIUS LEITZ.....Pipe Fitter, Chicago Jct., O.

South Chicago

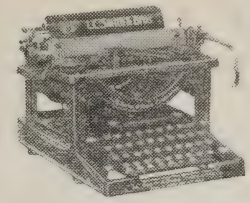
Correspondent, MRS. BERTHA A. PHELPS
Wheelage Clerk

General foreman Shay, who spent his vacation on the farm, has returned with renewed energy for the work of the coming season.

Engineer John Smith, with Mrs. Smith and family, has returned from a vacation spent at Flint Lake, Ind.

While in the northwest recently the writer visited the offices of the Baltimore and Ohio at Minneapolis. Mr. Sullivan, our representative at that point and his assistant Mr. Miller, both formerly Chicago men, report business decidedly good in the twin cities.

A little American soldier has put in an appearance at the home of claim clerk Paul Wegener. The youngster has proclaimed his fighting qualities and is the first member of his dad's regiment.



$2.50 A MONTH BUYS A VISIBLE WRITING L. C. SMITH

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We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted :: :: :: ::

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$35.00 per page, each insertion and pro rata for halves, quarters and eighths and $2.19 per inch (fourteen agate lines to an inch, one-sixteenth page). Width of column, 16 ems or 2⅔ inches.

Rates for covers, extra colors and preferred positions will be supplied on request.

For further particulars address
Frank A. O'Connell, Advertising Manager
Mount Royal Station Baltimore, Md.

Michael Godsinsky, for many years a resident of this section and who had been in the service of this Company for more than twenty years, passed away at his home on August 12, after a brief illness. Our sincere sympathy is extended to his grief stricken family.

Chicago Terminal

Correspondent, R. G. Clark, *Assistant Abstracter, Chicago*

Divisional Safety Committee

J. L. Nichols.....Chairman, Superintendent
J. W. Dacy.....Trainmaster
C. P. Palmer.....Division Engineer
R. L. Faithorn.....Assistant Engineer
Alex. Craw.....Division Claim Agent
J. A. Quinn.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Supervisor, Chicago Division
William Hogan.....Supervisor, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Road Foreman of Engines
Charls Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
E. J. Doyle.....Assistant Agent, Forest Hill
J. O. Callahan.....General Car Foreman

Rotating Members (to serve three months)

B. Turley.....Engine Foreman, Blue Island, Ill.
D. Sterling.....Engine Foreman, East Chicago, Ind.
H. Debitts.....Engine Foreman, Robey Street
H. C. Stone.....Engineer, East Chicago, Ind.
P. S. Pearson.....Engineer, Blue Island, Ill.
John Latshaw.....Engineer, Robey Street
D. M. Julian.....Car Foreman, Robey Street
Daniel Daley.....Machinist, Robey Street
H. Hepburn.....Machinist, East Chicago, Ind.
E. Burke.....Machinist's Apprentice, East Chicago, Ind.
W. H. Cour.....Boiler Inspector, East Chicago, Ind.

The accompanying picture is of track foreman A. Paisley and men, and was taken at the Sixteenth Street crossings with the Pennsylvania and Burlington roads, one of the busiest railroad crossings in Chicago. Mr. Paisley is in charge of Section A, the terminal section in Chicago.

H. E. Hansen, chief clerk to the superintendent, is receiving the congratulations of his friends upon the arrival of a fine baby boy at his home on August 3.

Chief clerk H. Berg, of the auditor's office, also reports the arrival of a baby boy on August 17.

Charles Rasmussen has been made block signal maintainer in the Forest Park district, taking the place of Otto Reinhart, resigned.

Lester Brown, formerly lampman at C. G. W. Junction tower, has been made assistant block signal maintainer, taking the place of Charles Rasmussen, promoted.



SECTION FOREMAN A. PAISLEY AND GANG

A large bulletin board has been installed in the office of the district engineer, on which the activities of the members of that office who have entered Government service are entered. This is an innovation which other offices will do well to emulate, we believe. Too much recognition cannot be given the boys who, putting all thought of personal comfort and material welfare behind them, answer their nation's call.

The Chicago Terminal Athletic Association is laying plans for an interesting bowling season this coming winter. Although many of the members have entered Government service, it is felt that enough remain to make several good teams. The association is devoting all money formerly spent for amusements to Red Cross work, but it is not felt that all activities should be suspended at this time; hence, the bowling league is being organized as usual.

We extend our congratulations and good wishes to those on the Chicago Terminal who have been selected for the National army. The service in which they are about to enter will represent the pick of the nation's manhood, and selection into it is a thing of which to be proud.

Ohio Division

Correspondent, W. L. ALLISON, *Operator*
C. D. Office, Chillicothe, Ohio

Divisional Safety Committee

A. A. IAMS.....Chairman, Superintendent
C. H. R. HOWE.....Division Engineer
R. C. WESCOTT.....Trainmaster
H. E. GREENWOOD.....Master Mechanic
WILLIAM GRAF.....Road Foreman of Engines
P. CLARK.....Supervisor
J. G. SELBY.....Medical Examiner
L. B. MANSS.....Captain of Police
GEORGE LITTER.....Engineer
D. H. BUTTS.....Conductor
C. J. PLUMLY.....Agent, Wilmington
FRANK LEE.....Tool Room Man
H. DEVORE.....Fireman
D. L. PETERS.....Brakeman
M. WELSH.....Blacksmith
J. E. CHANEY.....Switchman

Harry Jones, maintenance of way timekeeper, who is a member of Company H, Chillicothe, Ohio National Guard, left with his company to go in training at Camp Perry, Ohio.

W. L. Sperry, clerk to the chief dispatcher, joined a Dayton, Ohio, company of artillery.

Leo Mullen, familiarly known as "Tubby," has been conscripted or annexed, not by Uncle Sam this time, but by a charming young lady, whose name was Miss Ann Buskirk. The marriage took place at the home of the bride in Chillicothe July 25. "Tubby" has a host of friends and is to be congratulated on having at least one good looking member in the family.

Effective September 1 C. H. & D. passenger trains 68 and 70, eastbound, will cut off at RK Tower and use the Baltimore and Ohio tracks into Chillicothe, which will now be their terminal. Trains 67 and 69 will start from Chillicothe over the Baltimore and Ohio tracks to RK Tower, going on to Dayton from the last named station over the C. H. & D. or Toledo Division tracks. A crossover track will be installed at RK Tower to accommodate trains making this switch. Baltimore and Ohio trains 42, 44, 45

The Burlington



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21 Jewels

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and 49 will be handled via the Toledo Division tracks from Byers Junction to Hamden by the way of Wellston. This to accommodate the passenger service on the Toledo Division from Wellston to Chillicothe, which was given up when the Toledo Division trains stopped at Chillicothe.

As seen from the Baltimore and Ohio tracks, Camp Sherman at Chillicothe presents a scene of activity of vast moving forces, stretching away up the Scioto valley for miles. Twelve hundred officers have arrived from different parts of the state to assist in training 40,000 recruits. The Baltimore and Ohio delivered an average of fifty-five cars daily to the camp for construction purposes and this has been increased. The freight traffic and the incoming troop trains are being handled in a smooth and efficient manner by the local division heads and there is no congestion and no delays. This means that they are keeping up the standard service of the Baltimore and Ohio and speaks well for the cooperation of officials and employes alike.

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

R. B. Mann.....Chairman, Superintendent, Seymour, Ind.
S. U. Hooper.....Trainmaster, Seymour, Ind.
J. B. Purkhiser.....Trainmaster, Seymour, Ind.
H. R. Gibson.....Division Engineer, Seymour, Ind.
J. E. Quigley.....Master Mechanic, Seymour, Ind.
S. A. Rogers.....Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy.....Division Operator, Seymour, Ind.
P. T. Horan.....General Foreman, Seymour, Ind.
E. Massman.....Agent, Seymour, Ind.
J. E. Sands.....Agent, Louisville, Ky.



AGENT B. F. COOK, MADISON MILLS
Photo by J. B. Simpson

J. E. O'Dom.....Special Claim Agent, Cincinnati, O.
Dr. G. R. Gaver.....Medical Examiner, Cincinnati, O.

Rotating Members

L. N. Simmons.....Fireman, Seymour, Ind.
A. Beck.....Conductor, Seymour, Ind.
Lon Durham.....Passenger Engineer, Louisville, Ky.
C. W. Kline.....Track Foreman, Osgood, Ind.

Effective September 6 C. E. Herth was appointed division engineer, Indiana Division, vice A. H. Freygang, promoted.

Effective August 1 R. Padgett was appointed agent at North Vernon, temporarily, vice George T. Thomas, promoted.

Effective August 27 J. L. Keefe was appointed agent at 8th Street, Cincinnati, Ohio, vice J. J. Gallagher, transferred.



MACHINIST APPRENTICES AT CHILLICOTHE SHOPS

Reading from left to right: Standing; Lawrence Ryan, Lawrence Rahrle, Queery Stillwell, Carroll Southworth, Loy Minchand and Captain Carr. Seated: Alphonso Maden, William Herlihy, Willard Hoffman, Howard Wageman, Walter Rahrle, Alfred Rardin and Lester Hayes. Prone: Albert Schuer and Oscar Scharf



Our "Big Family" and Their Friends at Their Playgrounds, Ideal Park, Endicott, N. Y.

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MAKERS OF LEATHER AND LEATHER SHOES

"WE MAKE GOOD SHOES FOR RAILROAD MEN" ENDICOTT, NEW YORK

Effective September 7 T. R. Moore was appointed agent at Tunnelton, Ind., vice C. H. Erwin, transferred.

Effective September 8 C. H. Erwin was appointed agent at North Vernon, Ind., vice R. Padgett, transferred.

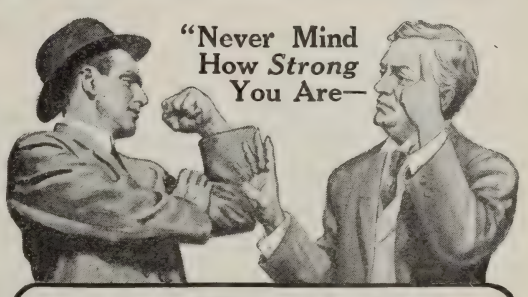
Effective September 17 J. I. Tolliver was appointed agent at Huron, vice C. E. Holland, transferred.

Effective September 18 J. J. Gallagher was appointed agent at 8th Street, Cincinnati, vice J. L. Keefe, resigned.

The accompanying picture is of Paul Lee, three years old, and Mary W., two years old, the children of fireman Van L. Dowell. Mr. Dowell is justly proud of this turnout.



PAUL LEE, THREE YEARS OLD, AND MARY W. DOWELL, TWO YEARS OLD



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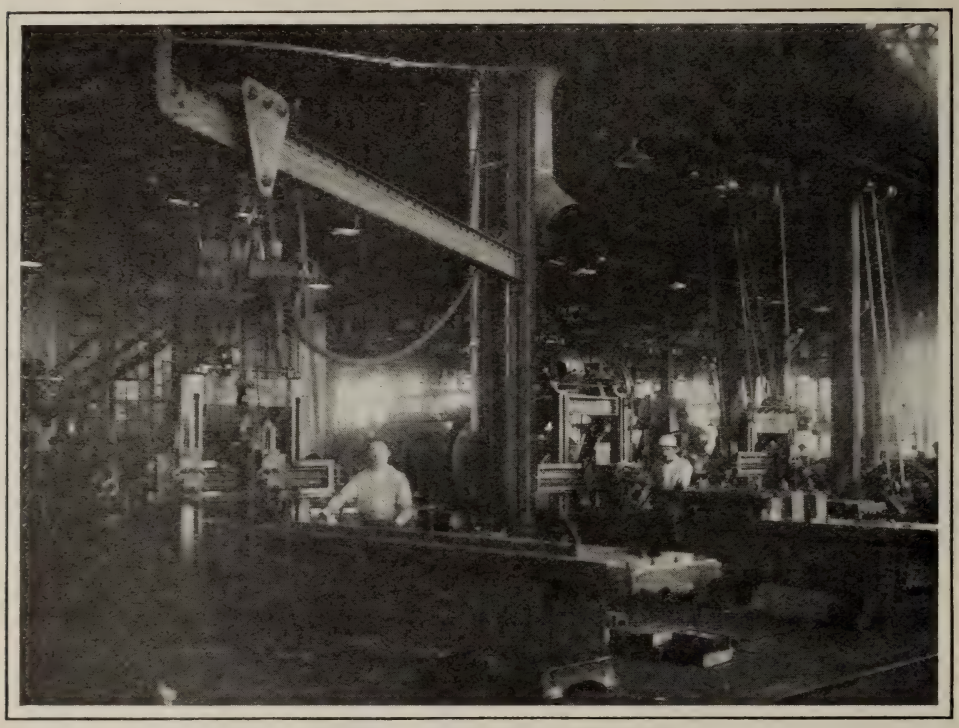
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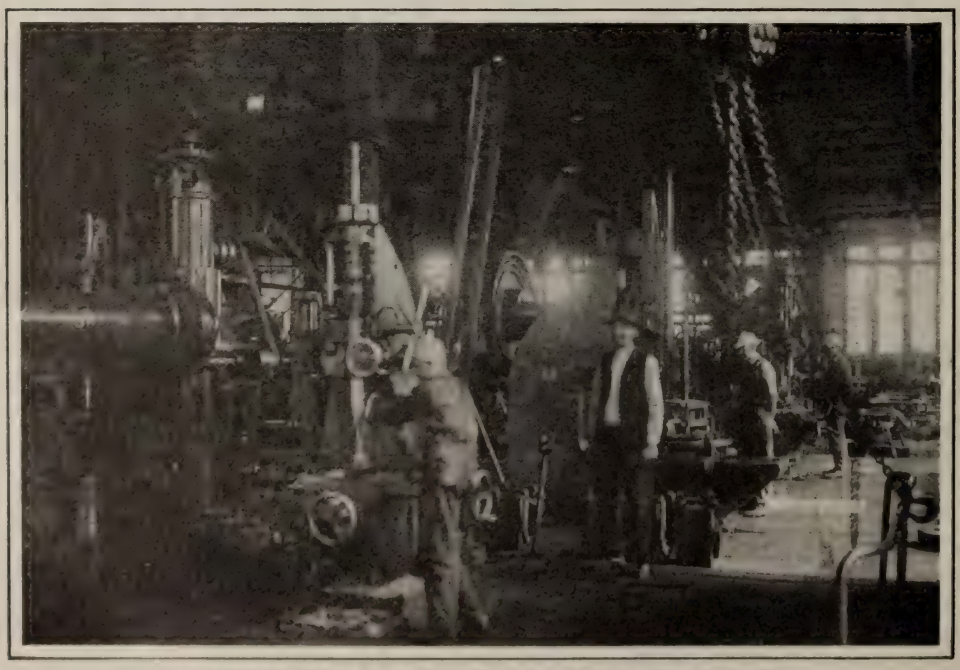
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Cincinnati Terminal

Correspondent, JOSEPH BEEL, *Transportation Department*

Divisional Safety Committee

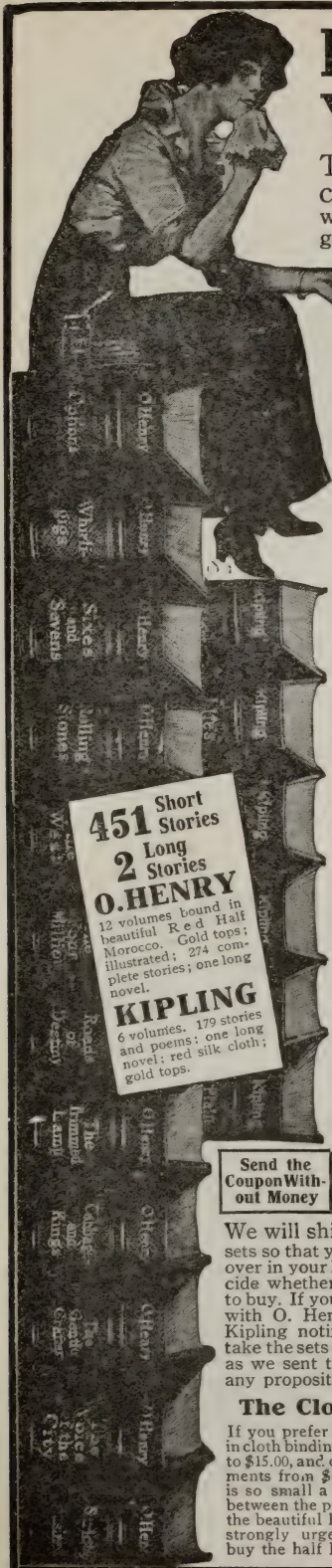
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J. WEIDENWEBER.....Secretary
J. H. MEYERS.....Trainmaster
C. H. CREAGER.....Road Foreman of Engines
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A. J. HEIRD.....Yardmaster



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Finish This Story For Yourself—

The girl got $6 a week and was lonely. "Piggy"—you can imagine his kind—was waiting downstairs. He knew where champagne and music could be had. But that night she didn't go. That was Lord Kitchener's doing. But another night?

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Name _____

Address _____

Occupation _____



ENGINE INSPECTORS AT WASHINGTON SHOP, INDIANA

Reading from left to right the gentlemen in the picture are: C. M. Woods, N. B. Davis and Ralph Smead

Illinois Division

Correspondent, C. D. Russell, *Extra Train Dispatcher*, Flora, Ill.

Divisional Safety Committee

C. G. Stevens.....Chairman, Superintendent
L. F. Priest.....Secretary, Secretary to Superintendent
K. S. Pritchett.....Trainmaster
J. W. Odum.....Trainmaster
W. F. Harris.....Master Mechanic
F. Hodapp.....Road Foreman of Engines
Dr. J. P. Sellman.....Medical Examiner, Washington, Ind.
Dr. H. H. McIntire.Medical Examiner, East St. Louis, Mo.
C. E. Herth.....Division Engineer
H. E. Orr.....Master Carpenter
C. S. Whitmore.....Signal Supervisor
M. F. Wyatt.....Supervisor
G. H. Singer.....Agent, East St. Louis
C. S. Mitchell.....Agent, Flora



MAINTENANCE OF WAY CARPENTER FORCE AT WASHINGTON, INDIANA

Those in the picture, reading from left to right, are: standing, F. M. Vaught, Carpenter Helper; W. H. Drew, Carpenter Helper; William McClellan, Carpenter; A. M. Blines, Carpenter Helper. Sitting: F. Miller, Carpenter Helper; C. E. Hopkins, Carpenter; George Washington Young, Maintenance of Way Foreman; E. W. Raymann, Carpenter; M. O. Baty, Carpenter, and William Forbes, Carpenter

ROTATING MEMBERS

H. W. CREAGER.....Engineer
L. R. PEEPLES.....Fireman
R. R. PARISH.....Conductor
N. McDONALD.....Brakeman
J. E. HOWARD.....Machinist
JOHN ROCHE.....Boilermaker
A. W. HENINGER.....Car Inspector
J. J. SHANNON.....Track Foreman

Effective September 6 D. Hubbard was appointed division engineer, Illinois Division, vice C. E. Herth, promoted.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator, Dayton, Ohio*

Divisional Safety Committee

F. B. MITCHELL.....Chairman, Superintendent
R. W. BROWN.....Trainmaster
F. J. PARRISH.....Division Engineer
I. E. CLAYTON.....Division Operator
HARRY DRIVER.....Machinist
FRED IREY.....Road Engineer
F. McKILLIPS.....Yard Conductor
P. K. PARTEE.....Secretary, Secretary to Superintendent

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Supervisor M. & W. Department
D. W. BLANKENSHIP.....Section Foreman
S. H. JOHNSON.....Engineer
E. E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

When Telephoning Hold Lips Close to Transmitter

THE Central Mutual Telephone Company makes the following announcement:

YOU can improve YOUR OWN telephone service. Many complaints that you do not hear or that others do not hear you are due to the improper method of speaking into the transmitter. Telephone engineers after exhaustive tests are authority for the following statements: "The best results are obtained with the lips very close to the transmitter, just so they do not touch it. Removing the lips from the transmitter has the same effect as lengthening the line in use as follows:

One inch lengthens the line..... 57 miles
Two inches lengthens the line....128 miles
Three inches lengthens the line...179 miles
Four inches lengthens the line....218 miles

Even the telephone men of long experience are surprised at the improvement in service made possible by a careful study of the best methods of speaking into the transmitter.

This is putting an old story in a new light, and we hope it will impress our readers. The only way to secure safe and satisfactory transmission is to place the lips close to the mouthpiece. Some of our dispatchers and operators on telephone dispatching circuits are not careful enough in this respect.—*C. & Q. W. R. R. Magazine.*



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In the railroad business it's the *trained* man who wins. Carrying hundreds of millions of passengers every year, it is absolutely necessary that the responsible positions in railroading be filled with none but the most highly trained men. *Your* advancement will depend largely on the thoroughness of your training.

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☐ Traveling Engineer
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☐ Round House Foreman
☐ Trainmen and Carmen
☐ Railway Conductor
☐ Mechanical Engineer
☐ Mechanical Draftsman
☐ Machine Shop Practice
☐ Boiler Maker or Designer
☐ Steam Engineer
☐ Steam-Electric Engineer
☐ Civil Engineer
☐ Surveying and Mapping
☐ R. R. Constructing
☐ Bridge Engineer
☐ Architect
☐ Architectural Draftsman
☐ Contractor and Builder
☐ Structural Engineer
☐ R. R. Agency Accounting
☐ R. R. Genl. Office Acc'ting
☐ Bookkeeper
☐ Stenographer and Typist
☐ Higher Accounting
☐ Mathematics
☐ Good English
☐ Salesmanship
☐ Advertising Man
☐ Civil Service
☐ Railway Mail Clerk
☐ Electrical Engineer
☐ Electrician
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☐ Electric Lighting
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We are making the same discount to Telegraph Operators, and to other Railway Employes, that we are offering to the various RAILWAY SYSTEMS—25% discount—with the additional concession of allowing payment to be made monthly if not convenient to pay all cash.

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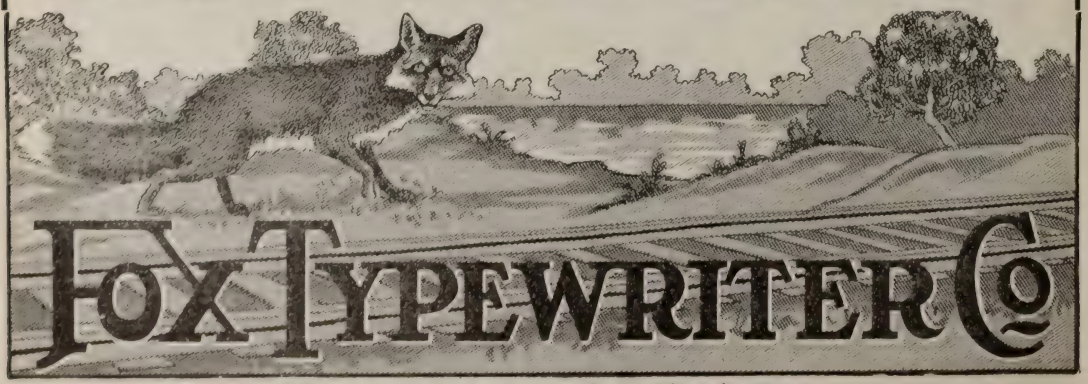
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in the Baltimore and Ohio Employes Magazine and a number of exclusive features of its own

The ordinary typewriter will not meet the requirements of the telegraph operator. Our New Fox Telegraphers' Model is a revelation in completeness, durability, ease of operation and special automatic features. It is fully Visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

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These typewriters are strictly new stock, up-to-the-minute in every detail, complete with telegraphers' keyboard, any size or style of type, shift or shiftless, rubber covers, two-color ribbons and are guaranteed for three years from date of purchase.

Please order direct from this offer, mentioning the Baltimore and Ohio Employes Magazine, and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



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EXHAUSTS

Cautioned

Jack—That horse knows as much as I do.

Belle—Well, don't tell anybody. You may want to sell him some day.—*Philadelphia Bulletin.*

□

The Eye of the Law

First Officer—Did you get that fellow's number?

Second Officer—No; he was going too fast.

First Officer—Say, that was a fine looking dame in the car.

Second Officer—Wasn't she?—*Wroe's Writings.*

□

Highbrow Vituperation

"What are you doing with that dictionary?"

"I gotta little spare time now," replied the umpire. "I'm just looking up a few of them names the Boston highbrow rooters called me."—*Brooklyn Eagle.*

He Knew

Wife—You know, Henry, I speak as I think.

Hub—Yes, my love; only oftener.—*Topeka Journal.*

□

Encouraging

"Rastus, is my bath warm?"

"Yassuh, the wahmest Ah was evah in."—*Lampoon.*

□

To Be Accurate

Cholly—Do you think it would be foolish to marry a girl who was my intellectual inferior?

Dolly—More than foolish—impossible.—*Cleveland Leader.*

□

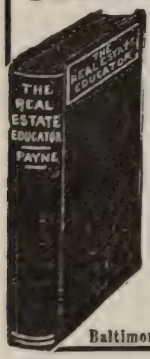
Evident

Officer (who has "lost touch" with the troops on field-training)—I say, sergeant, where have all the blithering fools of the company gone to?

Sergeant—Shure, an I don't know, sorr; it seems we're the only two left.—*Tit-Bits.*

The Real Estate Educator

By F. M. PAYNE



A book for hustling Real Estate "Boosters," Promoters, Town Builders, and every one who owns, sells, rents or leases real estate of any kind.

Containing inside information not generally known, "Don'ts in Real Estate," "Pointers," *Specific Legal Forms, For Sale, Exchange, Building and Suretyship Contracts, Bonds, Mortgages, Powers of Attorney, Leases, Landlords' Agreements, Notice to Quit, Deeds, Chattel Mortgages,* etc. It gives, in the most condensed form, the essential Knowledge of the Real Estate Business.

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TRAPSHOOTING?

Give this sport the "once-over."

There's always a welcome at gun clubs for visitors.

If there's no gun club convenient, you'll find the DU PONT HAND TRAP a practical substitute for the target throwing apparatus at trapshooting clubs.

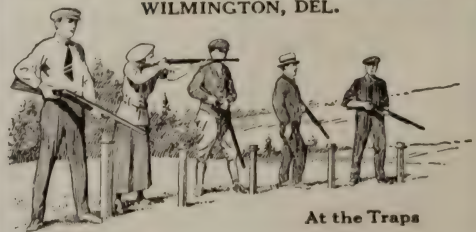
Trapshooting is an every-day-in-the-year sport. Try it. Have more fun with your gun. Others do,—why don't YOU?

Write for descriptive booklets,—they're FREE.

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WILMINGTON, DEL.



At the Traps

Baltimore & Ohio Employes Magazine



October 1917

Why Pay Rent?

¶ Did you ever stop to consider just what you get for your money? Also what you would have, had you paid the money toward owning your own home?

Do you know that while paying rent you are buying a two-third interest in the house and that when the two-third interest is paid your landlord will have the property at the net cost of one-third its value?

Own A Home

¶ By adding a small amount to the usual monthly outlay for rent, it is possible for every employe of the Company to own his home. Why not make up your mind now to join that great body of "home owners," who are recognized everywhere as more desirable workmen than the renters with no permanent ties.

Write to "Division S," Baltimore and Ohio Relief Department, Baltimore, Md., and learn just how the Savings Feature of that department will help you to purchase a home from which the expiration of a lease cannot make you move

---

The department has properties at the following points along the line of road, which may be purchased on the monthly rental plan

Baltimore, Md.
Belington, W. Va.
Chicago Junction, Ohio.
Flora, Ill.
Garrett, Indiana.
Garrett, Penna.
Grafton, W. Va.
Louisville, Ky.
McMechen, W. Va.
Midland City, Ohio.
Newark, Ohio.
St. Joe, Ind.
Weston, W. Va.
Zanesville, Ohio.

The Baltimore and Ohio Railroad Company

UNITED STATES GOVERNMENT SECOND LIBERTY BOND INVESTMENT

How You Can Secure Bonds

Purpose of the Loan

President Wilson says in his Liberty Day Proclamation:

"The Second Liberty Loan gives the people of the United States another opportunity to lend their funds to their government to sustain their country at war. The might of the United States is being mobilized and organized to strike a mortal blow at autocracy in defense of outraged American rights and of the cause of liberty. Billions of dollars are required to arm, feed and clothe the brave men who are going forth to fight our country's battles and to assist the nations with whom we are making common cause against a common foe. To subscribe to the Liberty Loan is to perform a service of patriotism."

The Safest Investment in the World

Your subscription is not a GIFT—it is a LOAN. Every dollar will be paid back to you with interest. The Country's promise is to pay back the money in full with interest at 4 per cent.

The Company's Offer

To assist those who desire to make an investment in these bonds, The Baltimore and Ohio Railroad Company will receive subscriptions from those employes who desire through this means to express their patriotism and to do their part in this great emergency.

Upon request of any employe the Company will advance the whole or any part of the cost of the bonds desired, at the same rate of interest which the bonds bear, to be repaid to the Company in monthly instalments by such employe from future earnings.

The Company will hold the bonds for the subscriber until the completion of the necessary payments, at which time the bond or bonds become the property of, and will be delivered to the employe.

For further information and subscription blanks, apply to the office of Division Superintendent, any Agent, or to the Treasurer at Baltimore.

Subscriptions should be sent to the Treasurer at Baltimore.

SECOND LIBERTY LOAN

READ HOW YOU MAY SECURE BONDS

THE BALTIMORE AND OHIO RAILROAD COMPANY

BALTIMORE, MD., October 15, 1917.

An employe who desires to purchase "SECOND LIBERTY LOAN" bonds and pay for the same in monthly instalments deducted from the payroll should sign the subscription blank in form attached and deliver to nearest agency or forward to Treasurer at Baltimore.

The Company will hold the bonds for the subscriber until the completion of the necessary payments, at which time the bond or bonds become the property of the employe.

The interest coupons for the first year will be detached and applied in part payment and in adjustment of interest at four per cent.

SCHEDULE OF PAYMENTS

Each $50 Bond		Each $100 Bond	
11 monthly payments of $4.00 each	$44.00	11 monthly payments of $8.00 each	$88.00
12th instalment	$6.00	12th instalment	$12.00
Less interest adjustment	1.05	Less interest adjustment	2.10
Making final payment	4.95	Making final payment	9.90
Total cash payment	$48.95	Total cash payment	$97.90

In subscribing to the bonds the subscriber will state whether the monthly payments shall be deducted one-half from each period or the full payment from either period.

Should more than one bond of either denomination be desired, the payments would be increased according to the number of bonds subscribed for.

Should an employe leave the service of the Company before completing the payments necessary to purchase the bond or bonds subscribed for, the payments may be continued in cash until the bonds are fully paid. Upon failure to make the agreed payments the bonds will be disposed of for account of the subscriber.

For further information apply to the office of Division Superintendent, or to the Treasurer at Baltimore.

[Fill in blank spaces below, sign and forward to the Treasurer at Baltimore or deliver to an Agent, who will at once forward.]

October_____1917.

To the Treasurer of The Baltimore and Ohio Railroad Company:

I HEREBY SUBSCRIBE for United States Government 4% Gold Bonds of 1917, known as the "SECOND LIBERTY LOAN," amounting to $_____in denominations of $_____and I hereby agree to pay therefor the face value thereof within one year in monthly instalments provided in the schedule of payments.

The said bonds shall be secured and held by The Baltimore and Ohio Railroad Company and shall be paid for by me, and the interest accruing thereon shall be collected by it and accounted for in the interest charge against me under the terms of a circular issued to all employes of The Baltimore and Ohio Railroad Company, dated October 15, 1917, which is made a part of this contract.

For the purpose of paying for said bonds you are hereby authorized, empowered and directed to deduct the sum above stated in instalments from wages due me hereafter { $_____first half / $_____second half } monthly payroll from The Baltimore and Ohio Railroad Company and apply the same to the cost of the bonds hereby subscribed for by me.

Should I leave the service of The Baltimore and Ohio Railroad Company, or for any other cause fail to make payments within ten days after they become due, the unpaid balance shall become due, and if not paid all my rights to the bonds subscribed for shall cease, and said bonds shall be sold for my account at the market price and an account rendered to me with interest at 4% and the balance settled with me or my legal representatives.

I agree that this order is not revocable during the period of my employment by The Baltimore and Ohio Railroad Company

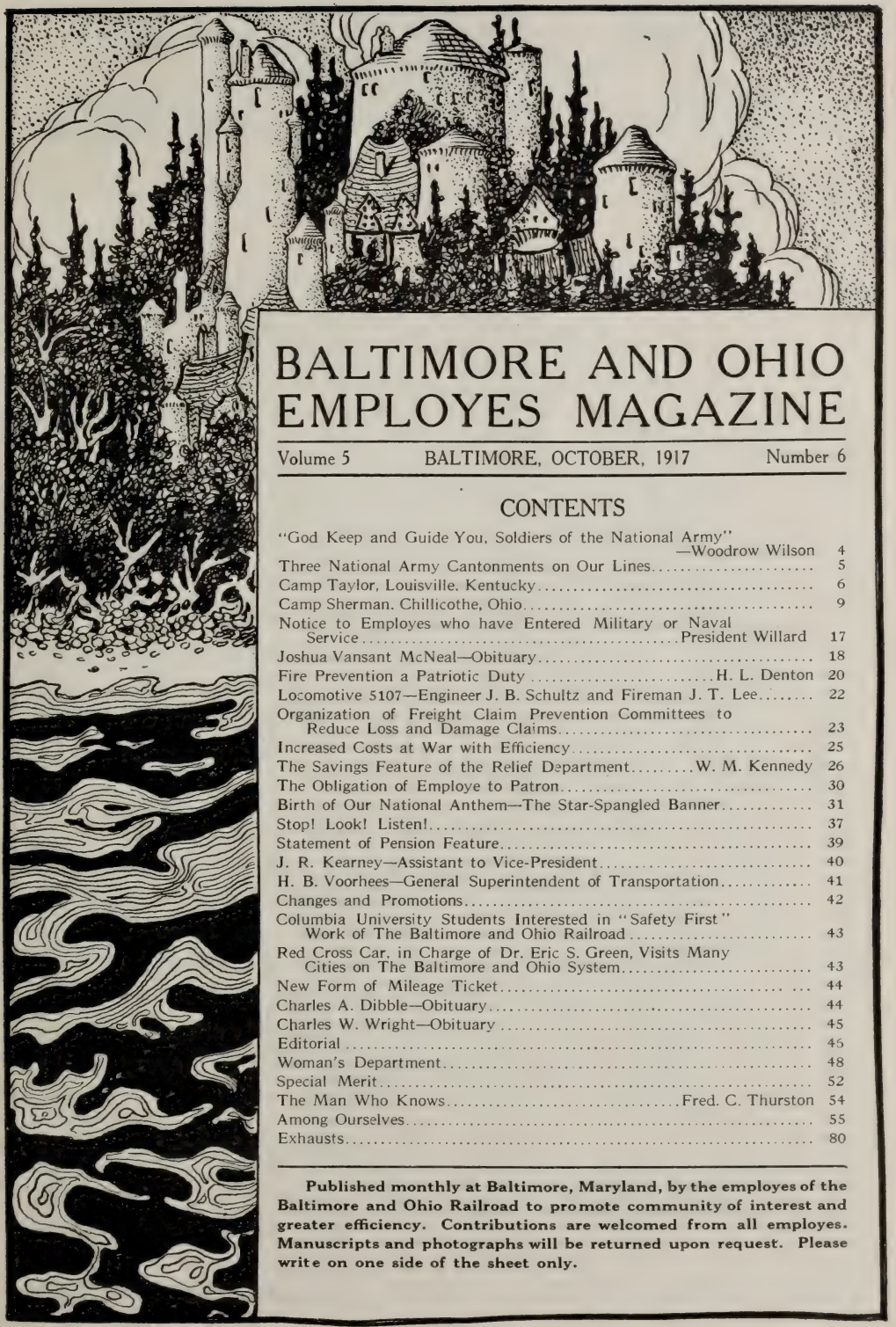
Name _____

Occupation _____

Witness: Department _____ Division _____

Location _____

_____ Residence _____



BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, OCTOBER, 1917 Number 6

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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.



"God Keep and Guide You, Soldiers of the National Army"

To the Soldiers of the National Army:

You are undertaking a great duty. The heart of the whole country is with you. Everything that you do will be watched with the deepest interest and with the deepest solicitude not only by those who are near and dear to you, but by the whole Nation besides. For this great war draws us all together, makes us all comrades and brothers, as all true Americans felt themselves to be when we first made good our national independence. The eyes of all the world will be upon you, because you are in some special sense the soldiers of freedom.

Let it be your pride, therefore, to show all men everywhere not only what good soldiers you are, but also what good men you are, keeping yourselves fit and straight in everything, and pure and clean through and through. Let us set for ourselves a standard so high that it will be a glory to live up to it, and then let us live up to it and add a new laurel to the crown of America. My affectionate confidence goes with you in every battle and every test. God keep and guide you!

WOODROW WILSON.

THE WHITE HOUSE,
WASHINGTON.

Three National Army Cantonments on Our Lines

Give Baltimore and Ohio Men Fine Opportunity to Cooperate With the Government in "Winning the War"

WITH Camp Meade at Annapolis Junction, Maryland; Camp Sherman at Chillicothe, Ohio, and Camp Taylor at Louisville, Kentucky, few railroads share with the Baltimore and Ohio Company the distinction of having three army cantonments located along its lines.

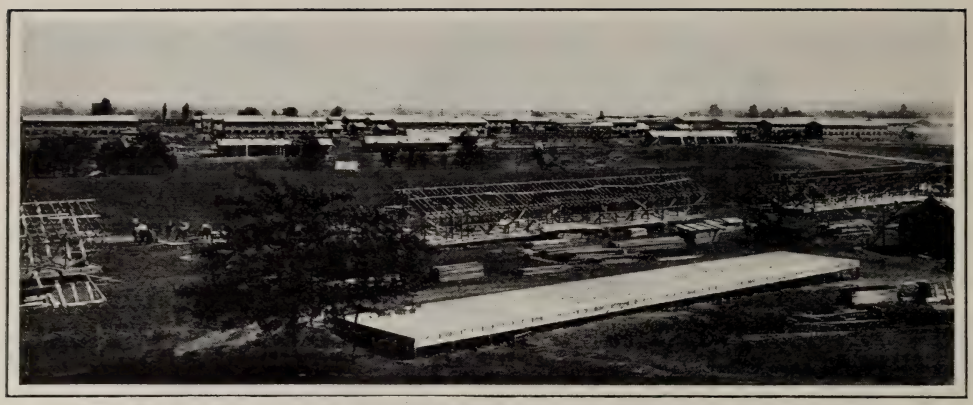
Many features in connection with the construction of these camps are of interest to our officers and to employes in all branches of the service. Each of these camps is the training quarters of 45,000 soldiers, units of the armed fighting forces of America furnished by the selective draft recently conducted.

To Camp Meade, Camp Sherman and Camp Taylor the Government has sent men from college and men from the farm, industrial workers and laborers without distinction, so long as they met the requirements as to physical fitness and other qualifications which Uncle Sam has prescribed. After a course of intensive training these "rookies" will be sent forth, representative of the most advanced methods of conditioning men to wear the uniform of the world's greatest and most democratic nation.

The rapid construction of the camps at Annapolis Junction, Chillicothe and Louisville, and thirteen others of similar character located in various sections of the country, proved wholly in keeping with the standard of efficiency which the Government has set on putting an effective fighting force in Europe with least possible delay. Railroad facilities of a special character had to be mobilized, materials of all kinds collected and the completed camps ready to be turned over to the army in September.

The camp sites are admirably adapted. Camp Meade, embracing an area of 8,000 acres, is situated near the Baltimore and Ohio main line, with the tracks of the Washington, Baltimore and Annapolis Electric Railway running to the site.

Before anything could be accomplished by the Government in erecting the camps, beyond the staking out of the sites, it was necessary to construct railroad tracks for placing the machinery and material of the contractors on the ground for the gigantic undertaking. At Annapolis Junction the Company re-laid the track of the electric line with heavier rails in order to take care of the freight traffic, built yards of one hundred cars capacity and erected two large freight houses, which were used during the construction and by the Government in handling food and other material and supplies after the camp was established on a permanent basis. This work was done under the direction of chief engineer H. A. Lane, assistant chief engineer H. R. Talcott and district engineer J. T. Wilson, with the assistance of the Empire Engineering Corporation, successors to H. S. Kerbaugh, Inc. Another Baltimore and Ohio man actively engaged at Camp Meade is F. G. Hoskins, representing the American Railway Association.



SECTION OF CAMP TAYLOR—BUILDINGS IN VARIOUS STAGES OF CONSTRUCTION—PHOTOGRAPH TAKEN AUGUST 2

Camp Taylor, Louisville, Kentucky

First Cantonment Completed Was Built Under the Supervision of a Baltimore and Ohio Engineer—Major Frank E. Lamphere

THE first of the sixteen National Army cantonments to be completed was Camp Taylor, Louisville, Ky., built under the supervision of Major Frank E. Lamphere, Quartermaster Corps, U. S. R., an assistant engineer of the Chicago Division of the Baltimore and Ohio Railroad who was furloughed to take up his present duties.

The Kaiser's dream of world-wide domination would be rudely shattered if the modern Nero were to visit Camp Taylor and see the preparations which the United States is making to meet his horde of baby-killers and violators of every principle of civilization and international law. The flower of the youth of Kentucky, Indiana and South Illinois is there assembled, 46,000 strong—all anxious to avenge the deaths of those Americans who were mercilessly sent to their doom on the Lusitania and other vessels without warning by the fiends who hold that Von Tirpitz's policies in regard to naval warfare are right. On all sides it is obvious that these stalwart sons of Columbia will not be content until they are with the heroes who are now "somewhere in France."

The cantonment bears the name of Zachary Taylor, hero of Buena Vista and Monterey, who lies buried not a dozen miles from the site. Prior to June of this year the ground upon which the camp is built was a peaceful pasture land, with truck gardens scattered here and there.

An idea of the prodigious task that faced Major Lamphere and his co-workers may be gained from the fact that about 300 water boys were employed to meet the needs of the mechanics and laborers, who numbered more than 10,000. The site comprises about 1,400 acres, upon which stand 1,700 buildings, including hospital units. The cost of building this camp was $6,000,000. Water mains have been laid to the boundaries of the cantonment by the Louisville Water Company, and 2,500,000 gallons of water are daily supplied from the same filtration plant which serves the city. The sewage system is also connected with that of Louisville.

The walls of all buildings are well sheathed and weatherboarded. They were so constructed that they will be warm in winter and comfortable in the summer. The officers' quarters are being heated with steam, while the men of lower rank find comfort from coal stoves. In the hospital 1,000 beds have been placed, and in case of emergency an additional 500 can be installed. The hospital group of sixty-five buildings occupies

eighty acres and the remount station about seventy-five acres. About 9,000 horses and mules are being cared for in the remount station. All of the buildings are illuminated with electricity, and more than 200 miles of wire was required in the lighting installation. The company streets are lighted by 320 arc lights. More than five miles of asphalt roadway, eighteen feet wide, have been laid within the cantonment, and this connects with several hard surfaced highways leading from Louisville and surrounding territory. Equipment of all sorts has been installed for 349 kitchens.

Despite the haste with which the construction of the camp was rushed, nothing has been overlooked in regard to the comfort of the soldiers. And this gigantic undertaking was, in the main, supervised by Baltimore and Ohio men.

To Major Frank E. Lamphere, construction quartermaster, more than any other man, belongs the credit for the rapid progress of the building of the cantonment. To facilitate the supervision of the construction, Major Lamphere divided the large force of workers into seventeen units, each with its own working organization. He received a report each morning which showed how much timber, the total board feet used, was required in the construction of each unit. It also showed the number of board feet of timber placed to that date, together with the amount delivered the preceding date. The percentage of the work on each unit was also shown and gave the number of men whose time was charged against each unit. The complete comparison showed the daily average of board feet of timber per man placed in the buildings of the various units. A copy of the report was posted in each unit in course of construction so that the men could compare the progress of the erection of their buildings with that of other units. The object in posting these



MAJOR LAMPHERE AND OTHER BALTIMORE AND OHIO MEN WHO SET THE PACE FOR CANTONMENT CONSTRUCTION



NO IDLERS HERE

The rapid progress made at Camp Taylor is shown in this picture, taken one month after construction began

records was to make each man feel a sense of responsibility for the progress of his work.

Major Lamphere volunteered shortly after the outbreak of the war and when the Government decided to build sixteen cantonments, he was assigned to the work of supervising the construction of Camp Taylor. His work was made less difficult by the cooperation and skill of other Baltimore and Ohio engineers, all from the Chicago Division, among whom were F. S. Harvey, who acted as efficiency expert; G. A. Goodwin, who was in charge of the engineering work of a section of the camp; E. Braun, who had charge of the engineering work of another section; John Knight, transitman; W. W. Wright, general inspector of building construction; Paul Reinke, statistician in progress department; B. F. Sedwick, J. B. W. Wilson and W. A. Smith.

Cognizant of the fact that the Government was in urgent need of homes for its drafted men, these Baltimore and Ohio employes were indefatigable in their efforts to comply with the request for rapid construction.

A large part of the site upon which stands the cantonment was purchased and presented to the Government by the Louisville Board of Trade. When this body was soliciting money with which to buy the land every organization in Louisville, fraternal and commercial, gave splendid assistance. But the largest amount per capita membership came from the Kiwanis Club, of which Thomas J. West, our district passenger agent at Louisville, is president.

"You'll Hesitate to Incur the Expense"

By Harry Feinstein

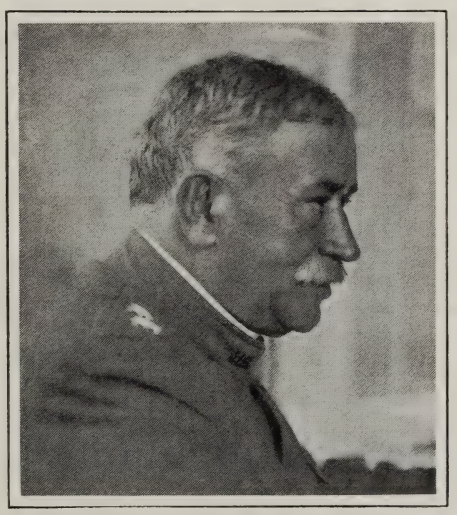
Superintendent, The Cincinnati Elevator Co.

WHEN you are about to incur an additional expense in your department, if you will figure the amount of same on a yearly instead of monthly basis, the item will appear so much larger that many times you will hesitate and manage, in some way, to get along without the proposed expenditure. This has happened to the writer in quite a few instances and I, therefore, want to tell all of you about it. Try it out and let me hear of the result.

Camp Sherman, Chillicothe, Ohio

Built on Historic Ground—Cantonment Stretching Three Miles Along Scioto Valley is Served Exclusively by The Baltimore and Ohio Railroad

BACK in the days of the stone age in the valleys of the Mississippi and the Ohio lived a people who seem to have possessed a measure of civilization far in excess of that of the North American Indian when first met by the white man—the mound builders. From the Ohio many of these prehistoric inhabitants made their way along the Scioto River and numbers settled in the section now occupied by the city of Chillicothe, as is evident from the beautiful objects of stone, shell, bone and beaten metals excavated in that vicinity.



MAJOR-GENERAL E. F. GLENN
The Commanding Officer at Camp Sherman

On the same ground where these creatures built fortified enclosures and tumuli, later overrun by Indians, the United States Government is training 45,000 red-blooded young men for entry into the struggle against modern savages, the Huns, who for cruelty outrival any barbarians recorded in the world's history.

Here in the shadow of Mount Logan, named after the fine old Indian chief, whose record as warrior and statesman shames that of many of his white brethren and whose noble and pathetic speech to the white man is regarded as classic, is Camp Sherman, one of the sixteen cantonments housing our National Army.

It lies in the foreground of "Adena"—Paradise, the colonial home of Thomas Worthington, surveyor-general of the Northwest Territory and one of Ohio's early governors, from the portico of which a number of statesmen, seeing the sun rise above the opposite range of hills, had suggested to them the design for the seal of the State of Ohio.

During the War of 1812 part of the present reservation was used as a detention camp for British prisoners captured by Perry at the battle of Lake Erie. It was then known as Camp Bull. At the same place during the Civil War the Seventy-third Ohio Infantry mobilized. During that period it was called Camp Logan. When the Government selected this spot for a cantonment strong efforts were made to have the same appellation applied. The authorities at Washington, however, had already decided to name the place after General William Tecumseh Sherman, sixth son of Judge Sherman of Lancaster in Ohio, whose chief achievement is recorded as "Sherman's March to the Sea."

So much for the past history of Camp Sherman. A few months ago it was farm land. Today it is a modern city. Where thrifty Ohio farmers grew bumper crops the United States will secure a yield of the land's best product—thousands of able-bodied men willing and prepared to fight for world-wide democracy.

The site is an ideal one. A visit to the place at once convinces the observer that nature has provided a stretch of country which, for cantonment purposes, is without equal.

The camp is in the heart of a long valley, on a bluff that rises fifty feet above the banks of the Scioto River (which the Indians called "Seeyotah," meaning great legs). There is just enough roll to the land to assure good drainage at all seasons of the year. The surrounding hills afford protection against extreme weather conditions.

Through the reservation extends the Clarksburg Pike and the old Ohio and Erie Canal, long since abandoned as a waterway. A part of the latter has been filled in and topped off with a fine roadbed to take care of greatly increased traffic. The north end of the pike has been dubbed Columbus Avenue and the south end Chillicothe Avenue.

There are two other main roads—to the east Toledo Avenue and on the west Cincinnati Avenue. The cross streets running through the camp have been named after various Ohio cities.

Along one side of the 2,000 acre tract runs the Baltimore and Ohio Railroad,



CAPTAIN DABNEY, U. S. A., AND
CAPTAIN COLEMAN, U. S. R.
Constructing Quartermaster and one of his assistants

the only railway that is directly connected with the camp. Consequently, every pound of freight and every drafted man that entered the huge training ground went via Baltimore and Ohio. The Norfolk and Western Railway crosses our main line at the union depot in Chillicothe, and while it carries its share of camp supplies, they have to be switched to our tracks to make delivery.

Numerous and varied have been the transportation problems created through the establishment of Camp Sherman. The task of converting hundreds of acres of farm land into a modern city was not an easy one. Millions of feet of lumber, tons of concrete, carload after carload of building supplies and machinery, miles of pipe for water and sewage systems and what not had to be delivered without a hitch. The picture of the



ABUNDANT PURE WATER AT CAMP SHERMAN
These storage tanks are on a high hill overlooking the cantonment



GETTING OUT SUPPLIES
Sergeant F. Rowen and members of Ambulance Sanitary Train, Section W, loading motor truck at Warehouse No. 4
To the left centre is the Cold Storage Plant

completed buildings at the end of this article bears testimony that this was well done.

Ground was broken for the cantonment on June 29. Since that time a wooden city, larger than many of our important manufacturing centres, has sprung up as by magic. However, it was American genius plus American brawn, backed by American dollars, that made possible the feat. The task that confronted the Quartermaster's Department a few months ago was a gigantic one.

At one time during the height of the construction period 14,000 men were employed. From early morning until late in the evening they labored. Go where you would there was ever visible overall-clad figures working to the accompaniment of rasping saws and the staccato "music" of hammer and nail—every hit a blow for Liberty.

Captain Ward Dabney, U. S. A., constructing quartermaster in charge, was boss of the job. He was ably assisted by Captain T. E. Rhoades, engineer, U. S. R., and Captain John B. Coleman, quartermaster, U. S. R. A. Bentley and Sons Company, of Toledo, Ohio, handled the building contract and their representative, Thomas F. Butler, was one of the busiest men in the United States during the progress of the work.

In addition to the hundreds of buildings erected for use as barracks, hospitals, kitchens, bath houses, post exchanges,



MEAT STORAGE WAREHOUSE
Before leaving this building every article is rigidly inspected

Y. M. C. A. and K. of C. recreation centres, government warehouses, remount stations and other purposes, a modern water supply system was installed. At a depth of seventy feet a fine flow was struck which, under sixty pounds pressure, is forced to various sections of the camp. On adjacent hills two sets of reservoirs were constructed. They have a daily capacity of 2,000,000 gallons. Thirty-five miles of sewer mains and laterals were laid and a septic sewage disposal plant was constructed.

The health of the men at Camp Sherman need cause no concern to the folks back home. The base hospital, located near the new Camp Sherman station on the Baltimore and Ohio Railroad, is a model. Buildings and equipment cost $1,250,000 and it has a capacity of upward of 1,000 beds. The medical staff includes a number of prominent surgeons and physicians, among them being: Dr. C. R. Holmes, of Cincinnati; Dr. Casey Wood, of Chicago, and Dr. Stanley Marshall Rinehart, of Pittsburgh. The last named, by the way, is the husband of Mary Roberts Rinehart, the distinguished writer.

The ten government warehouses in which are stored all camp supplies are connected with the outside world by a spur track running off the main line of the Baltimore and Ohio. Each building is large enough to hold food and clothing sufficient for a long period. Close by are the munition houses. A short distance from No. 5 warehouse, used for meats, is the cold storage plant. At the edge of this group is a huge laundry, equipped with every modern device. Along our main line, about a half-mile east of the base hospital, is the coal receiving station. A special trestle was erected here and the method of dumping is simple and speedy.

In charge of the supplies at Camp Sherman is Major F. L. Case, U. S. A., camp quartermaster. His office is located near the warehouses. In an adjoining building is the office of E. R. Scoville, representative of the American Railway Association. Mr. Scoville, until taking up his present duties, was at the head of the Baltimore and Ohio Safety



MAJOR F. L. CASE
Camp Quartermaster

Bureau and was formerly superintendent of the Ohio Division. He is the "go-between" for War Department and railroad, reporting to and taking orders from the camp quartermaster.

While much has been written about the building of Camp Sherman and other cantonments, little has been said of the daily freight movement around any of the camps. In order to supply Camp Sherman with the bare necessities the Baltimore and Ohio Railroad must move upward of 1,500,000 pounds of freight each day.

To begin with there are 45,000 men and each man requires at least five pounds of food a day, making the first item 225,000 pounds. Then there will be 5,983 horses and 3,814 mules. Fifteen pounds of hay and thirteen pounds of oats per day are given each horse, a total of 89,745 pounds

of the former and 77,779 pounds of the latter. Each mule gets sixteen pounds of hay and nine pounds of oats per day, making an additional 61,024 pounds of hay and 34,326 pounds of oats. This brings the total daily food supply, for man and beast, up to 487,874 pounds.

Straw used as bedding runs up a daily total of 79,289 pounds. It has been estimated that the clothing and equipage for the men and various organizations at Camp Sherman will reach a daily total of 225,000 pounds. And then there is coal. At least 624,000 pounds will be required each day to heat the wooden city.

The heating problem at this cantonment and others is a big one. The following is a conservative estimate of the daily coal consumption based on the number of stoves and boilers shown:

Three hundred and fifty-nine ranges, No. 1, 100 pounds each, 35,900 pounds; 120 ranges, No. 2, 60 pounds each, 7,200 pounds; 12 ranges, No. 3, 50 pounds each, 600 pounds; 1,084 Canpon stoves, 150 pounds each, 162,600 pounds; 771 room heaters, No. 1, 200 pounds each, 154,200 pounds; 129 room heaters, No. 2, 150 pounds each, 19,350 pounds; 91 steam boilers, 920 pounds each, 83,720 pounds; bakers, 1,800 pounds; four laundries, 3,500 pounds each, 14,000 pounds; eight hospitals, 9,375 pounds each, 75,000 pounds; Y. M. C. A. auditorium, 6,000 pounds; eight Y. M. C. A.'s, 500 pounds each, 4,000 pounds; K. of C., 6,000 pounds; division exchange, 6,000 pounds; headquarters, 1,000 pounds, with an allowance of ten per cent. increase, totals 624,107 pounds.



E. R. SCOVILLE
American Railway Association Representative

When the first contingent of drafted men arrived at Camp Sherman things were in fine shape. The first uniformed body to reach the place was the Third Ohio Infantry. This organization guarded the camp until October 7, when it entrained for the South. Five per cent. of the drafted men ordered to report at Camp Sherman were on hand September 19. An additional forty per cent. began arriving on September 30 and by October 7 more than seventy-five per cent. answered the roll call. Others followed later.

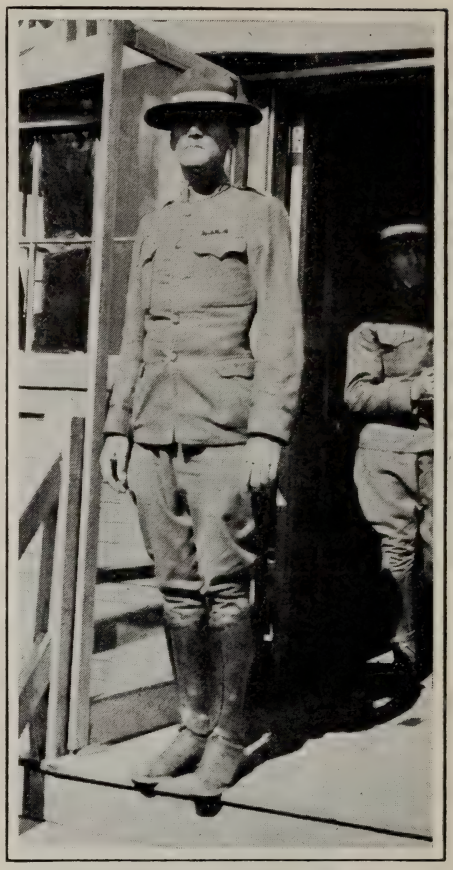
While the men for the National Army were given a great send-off when they left their respective homes, the arrival at Camp Sherman was of a different character. Of course, the cars in which they rode were marked "To Hell with the Kaiser" and "Berlin or Bust," and every man aboard shouted as they pulled in, while many were doing justice to sandwiches and cake furnished by patriotic girls along the route.

Right then and there, however, they had their first taste of military life. As each train came to a stop it was boarded by army officers. A few brief words were uttered and off jumped hundreds of men. Quickly they were placed in line, each carrying a suitcase or odd-shaped bundles, and then began the checking off. As a name was called the man answering to it stepped forward. This task occupied but a few minutes. In all, not more than twenty minutes elapsed

from the time a train pulled in until the men aboard it were on their way to their future homes.

In moving the trains loaded with drafted men the Baltimore and Ohio rendered excellent service. The best of passenger coaches were used and every provision was made for the comfort of the embryonic soldiers. George W. Squiggins, general passenger agent, kept a close watch on the movements and spent considerable time in the vicinity of the cantonment.

The work of handling the incoming draft at Camp Sherman was done under the direction of Lieutenant-Colonel J. E. Bell, of the Three Hundred and Thirty-Second Infantry. This officer has had a most interesting career in the army. Commissioned a second lieutenant in July, 1898, he was assigned to the Twelfth Infantry. Seven months later he was transferred to the Second Infantry, where he remained until promoted to first lieutenant, September 9, 1899, and was assigned to the Seventeenth Infantry. He was promoted to captain in 1905 and to major in May, 1917. On August 20, 1917, he was promoted to lieutenant-colonel in the National Army and assigned to the Three Hundred and Thirty-Second Infantry. Lieutenant-Colonel Bell served in Cuba in 1899, in the Philippines from 1900 to 1902 and from 1903 to 1905, and in the Hawaiian Islands from 1912 to 1917. He was honor graduate at the Army School of the Line, 1911, and Army Staff College in 1912, and was assistant commandant of the School of Fire, Schofield Barracks, H. T., 1916-1917. He was the first officer of high rank the drafted men at Camp Sherman saw.



LIEUTENANT-COLONEL J. E. BELL
Officer in charge of incoming draft



DRAFTED MEN FROM CINCINNATI DETRAINING AT CAMP SHERMAN, OCTOBER 4



CHECKING OF THE DRAFTEES

In order that the "rookies" might be able to distinguish at a glance the commissioned officers, Major-General E. F. Glenn, the commanding officer at Camp Sherman, issued an order for the latter to wear white hat bands. This accounts for the appearance of the white bands on some of the hats seen in the pictures illustrating this article.

Five miles out the Frankfort pike, northwest of the camp, the Government has secured for battle practice a tract known locally as the "Potter Farm." At this place are being dug an elaborate system of trenches, and when ready it will be a near reproduction of "no man's land." It lies in a wide valley, flanked by heavily wooded underbrush, and is ideally suited for the purpose for which it was selected.

One problem giving much concern at Camp Sherman is the selection of a rifle range. The tentative plans call for this being located across the Scioto River, east of the camp. Should the site be accepted, targets will be placed on the west face of Mount Logan.

To attempt to tell in detail the work of building this city and the many interesting happenings there, would require volumes. However, it would be unfair to omit a few words of well deserved praise for the excellent service being rendered by the Y. M. C. A. and the K. of C. The former has a large auditorium and eleven other buildings erected for the sole purpose of making less difficult the life of the boys who have been selected by their Government. While the second organization is working



ALL ACCOUNTED FOR

on a much smaller scale, it is filling a much needed want.

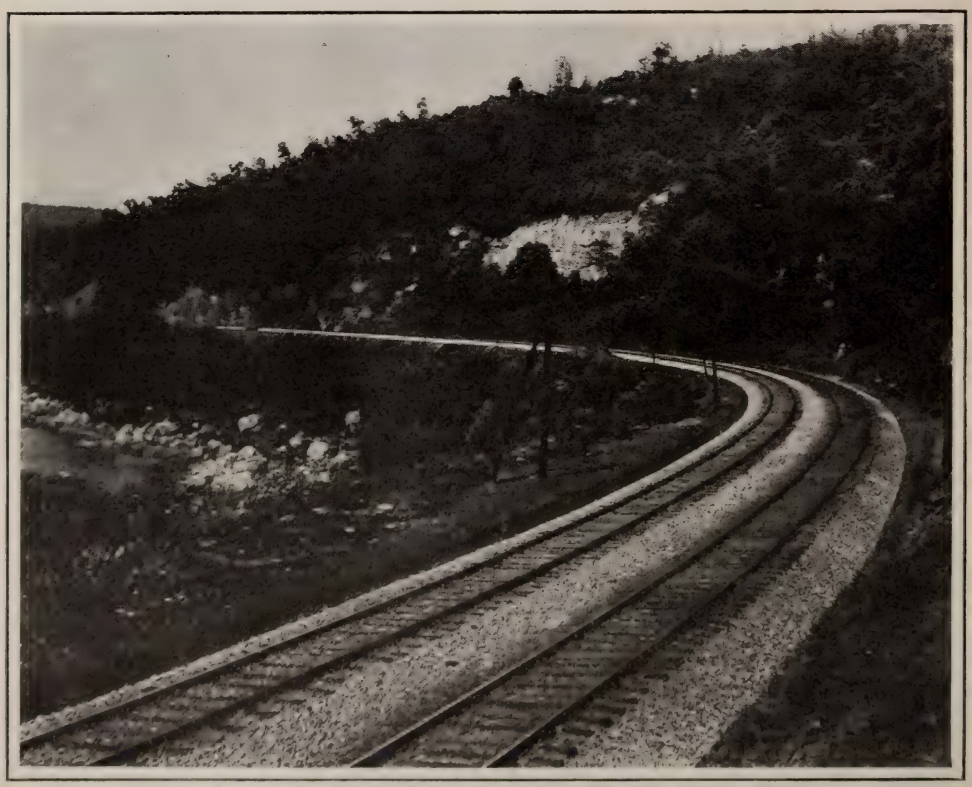
Chillicothe, the city whose population has increased from 16,000 to more than 60,000, is the second oldest in the State of Ohio. It was founded in 1796 by Nathaniel Massie and a party of forty Kentuckians. It was the first capital of the Northwest Territory, comprising Ohio, Indiana, Illinois, Michigan, Wisconsin and part of Minnesota.

When Ohio became a "free and independent" State, Chillicothe was selected as the first capital. In 1814 the State government was removed to Zanesville, but shortly afterwards brought back to Chillicothe. In 1816 Columbus was picked as the place for a permanent capital.

Chillicothe is located in the centre of a great agricultural section. It boasts of the fact that it is a city of home owners. Its chief industries are the Baltimore and Ohio shops, paper mills, automobile works, potteries and a shoe factory.

While there is much of historic interest connected with Chillicothe, it is not a city which lives in its past, but is a very thriving, enterprising, up-to-date town. One great factor in the development of Chillicothe has been the early railroad facilities afforded her. In 1845 a charter was granted to the Marietta & Cincinnati Railway, which was immediately afterwards built, the shops and headquarters of the road being located in the town, which was thus early placed within easy reach of the earlier civilization of the East, at a time when but few Ohio towns enjoyed this privilege.

This railroad, which has since been absorbed by and become a part of the great Baltimore and Ohio System, stretching from the Atlantic Ocean to the Mississippi River, has been a prominent factor, not only in the development of Chillicothe, but of all Southern Ohio, binding together the East and West, making them one in commerce and culture, and all that goes to make up the sum of our daily lives.



STANDARD TRACK—BEAR RUN, CONNELLSVILLE DIVISION



CAMP SHERMAN, CHILLICOTHE, OHIO—ON THE BALTIMORE AND OHIO RAILROAD

One of the sixteen cantonments built by the United States Government for training our National Army. Forty-five thousand young men from Ohio and Western Pennsylvania, between the ages of twenty-one and thirty-one years, are here being instructed to give fight to the Kaiser's army violators of every right held sacred by the civilized world. The camp is three miles long and is served exclusively by The Baltimore and Ohio Railroad. The main buildings are shown in the upper picture and the left half of the lower one. To the extreme right of the lower view is the hospital group. Behind the fringe of trees above runs the Scioto River and at the base of the hill overlooking the hospital unit are the tracks of The Baltimore and Ohio Railroad.



The Baltimore and Ohio Railroad Company

NOTICE TO EMPLOYES

Baltimore, August 15, 1917.

To those employes who have entered the Military or Naval Service of the United States or who may respond to the Government's call for such service, a furlough will be granted during the time they may be engaged in such military or naval service and for three months thereafter. The privilege of free transportation will be continued to such furloughed employes and to the dependent members of their families under the same rules and regulations as apply to employes in active service.

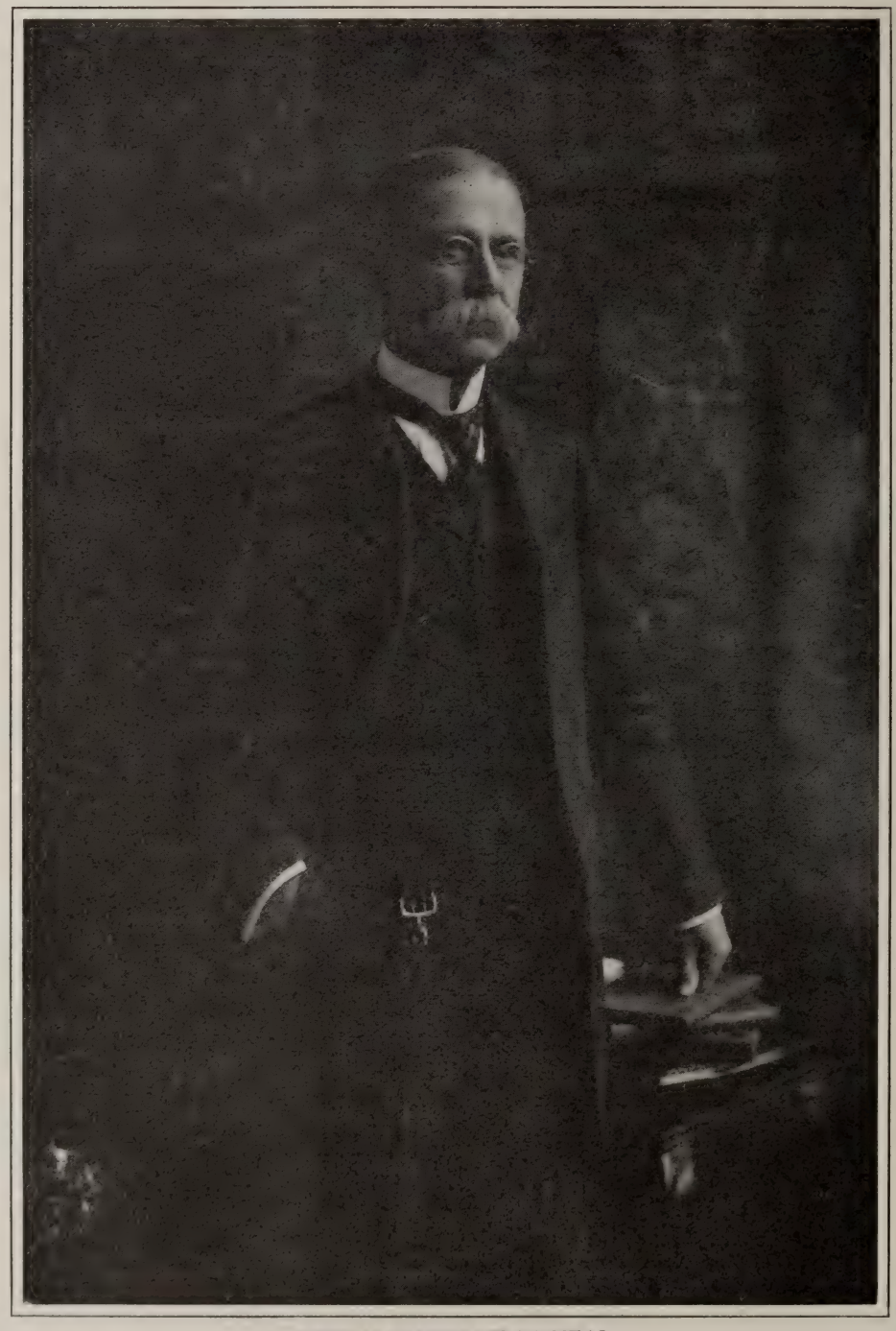
Such employes who are members of the Relief Department may at their option continue to maintain their life insurance and where they have secured a loan through the Savings Feature they may on notice to the Superintendent of the Relief Department postpone payments on account during such furlough. Credit for time the employes are engaged in the Government service will be given in computing pension allowances.

Mr. J. S. Murray, Assistant to President, Mr. W. M. Kennedy, Assistant Superintendent Relief Department and Mr. W. J. Dudley, Assistant Superintendent Relief Department, are appointed a Special Committee to consider the welfare of employes engaged in Military and Naval Service. This Committee will endeavor to keep in communication with such furloughed employes and willingly act as a medium for exchange of information between them and their families and render other possible service. Furloughed employes are requested to keep this Committee advised of their military address, and to communicate with them at the termination of their service with the Government. Address W. J. Dudley, Secretary, Special Committee, Baltimore and Ohio General Offices, Baltimore, Md.

At the termination of their service with the Government the Company will endeavor to re-instate former employes, so far as this can be done consistently with its duty to the public and to the employes then in its service; further, so far as practicable, their seniority in the service will be recognized.

Daniel Willard

President.



JOSHUA VANSANT McNEAL
Former Fourth Vice-President and Treasurer

JOSHUA VANSANT McNEAL

BORN JUNE 11, 1846 DIED SEPTEMBER 26, 1917

JOSHUA VANSANT McNEAL was born June 11, 1846, at Baltimore, Md. His parents were James McNeal, Jr., and Sarah Jane Golibart McNeal. He was educated in the public schools and at Loyola College, Baltimore, leaving college in 1862. Mr. McNeal engaged in the fire and marine insurance business in Baltimore, as broker, agent and secretary of Baltimore companies until February, 1871. He was secretary of the Atlantic Fire and Marine Insurance Company of Baltimore, since liquidated.

Mr. McNeal entered railway service with the Baltimore and Ohio Railroad in February, 1871, as a clerk in the general freight office, and in April, 1872, was appointed traveling auditor. From October, 1872, to January, 1880, he was chief clerk of the auditor's office, and was then appointed auditor of the Indianapolis, Decatur and Western Railroad (later a part of the Cincinnati, Hamilton & Dayton), remaining in this position until May, 1893. He was then appointed assistant treasurer of the Baltimore and Ohio Railroad and was promoted to treasurer September 1, 1899, succeeding the late William H. Ijams. Mr. McNeal was elected fourth vice-president and treasurer by the Board of Directors, effective August 1, 1904, remaining in that office until June 30, 1916, when he was retired at his own request, having reached the age of seventy years.

Mr. McNeal was but little better known in the business world of Baltimore than in the world of music. He was a patron of music in the sense which the word "patron" is rarely acquired outside of official circles in Germany and France. He was sponsor for many young musicians of promise, and his own musical instruments were always at the disposal of others in whose musical ability he had faith.

He died September 26 at his home, 729 North Calvert Street, after an illness of two days. He is survived by two daughters, Miss Stella McNeal and Mrs. R. Renato Titoni, wife of Lieutenant Titoni, of the United States Marine Corps, and two sons, the Rev. Mark McNeal, S. J., who is now teaching in Japan, and J. Preston McNeal, who is connected with the Fidelity Trust Company in Baltimore.

Fire Prevention—A Patriotic Duty

By H. L. Denton

Supervisor Fire Prevention

THE abnormal industrial and transportation conditions throughout the country today bring more strongly to our attention the extraordinary and unusual care that we should give to guard our valuable properties against fire loss.

President Wilson stated in a recent speech, "Preventable fire is more than a private misfortune. It is a public dereliction. At a time like this of emergency and of manifest necessity for the conservation of national resources, it is more than ever a matter of deep and pressing consequence that every means should be taken to prevent this evil."

During the year 1915 the per capita fire loss was $1.71; in 1916 this per capita loss was increased to $2.10. This means that $214,000,000 was wasted last year in fires, which were largely preventable, therefore inexcusable.

Railroad facilities throughout the country are being strained to their utmost to meet the demands of the nation now that we are at war, and it is incumbent upon each employe to see what he can do to decrease fire loss.

Whereas the cost of replacing a building or car destroyed by fire may be covered by insurance, yet while this building or car is being replaced we have lost the use of the one destroyed, have employed man power to replace it which could have been employed to build new cars or new buildings to increase our facilities, instead of filling up the gap caused by the one destroyed by fire. It is essential for the efficient conduct of our railroad requirements that we conserve all facilities which we now have at hand.

The only hope of lessening the large fire waste, the interference with operation and the resulting loss of time of employes, is by each employe taking an interest in fire prevention work and cooperating with the Company in its effort to reduce fire hazards.

There is no employe who would wilfully cause a fire, but some careless practice may be the cause of a fire, and it is the imperative duty of each employe to stop these practices.

The permitting of rubbish to accumulate about buildings, careless and untidy stowing away of old records, which is prevalent at many stations, smoking about freight houses and shops, careless handling of torches and lanterns are all causes of fires about railroad properties, and all of which are avoidable. By exercising proper care and the proper supervision by agents, shop foremen and others in charge of properties, fires from these causes can be materially reduced, if not eliminated.

At points where there are fire barrels it is often found that the water pails, which should be at the barrels, are used for other than fire purposes. Those in charge of properties where fire barrels are used should see that this is not permitted, and where water buckets are needed for other than fire purposes, see that they are provided.

The maintaining of fire brigades at freight stations and shops and having properly conducted drills is a very important factor. Those in charge of large freight stations and shops where brigades are in existence, should see that drills are regularly and properly held. The handling of a fire at its origin is a very important factor, and will tend to bring about a reduction in our fire losses.

To the Agent—Do not permit smoking in your freight house or record room. Do not permit an accumulation of rub-

bish. Clean up daily. Inspect or have inspected by some competent person daily all fire equipment, to see that it is in condition for immediate use. Regularly inspect clothes lockers to see that there are no accumulations which might result in spontaneous combustion.

To the Roundhouse Foreman—Do not permit an engine to go out of your shop with a defective ash pan, as this may result in the loss of a bridge caused by hot coals dropping from the pan. Do not let an engine leave your shop with a defective spark arrester, as this may result in a forest fire, the loss of a freight house, a station or a car. Have your fire equipment in good condition. Do not permit the misuse of fire equipment.

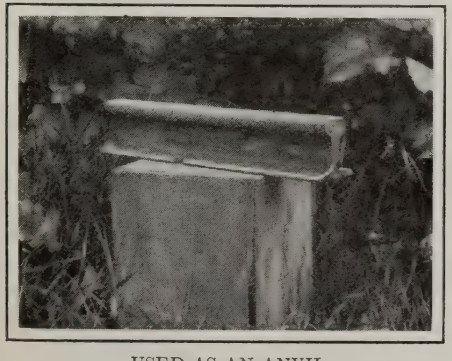
To the Shop Foreman—Do not permit the careless use of open flame torches. Do not permit men to keep these in their lockers. Provide a metal-lined cabinet for the storage of torches. Do not permit accumulations of oily waste about your shop. See that proper receptacle is provided and used for old waste. Do not permit smoking in your shop. Have you a fuel oil system in your shop? If so, have you looked recently to see if automatic check valve on feed line has been propped open with a piece of wood or wire, and left that way by some careless employe? Frequent inspection and cleaning of lockers will reduce the number of fires. Keep your shop clean.

To the Electrician—Do your work according to Code of Standards. See that all wires are properly insulated from combustible material. Make frequent inspections of electrical appliances under your supervision. Close inspection will reduce the number of fires caused by electrical defects.

To all Employes—Do not misuse fire fighting equipment. Keep your shop, your office, your locker, your freight house and your station clean. This will help reduce the fire loss. Help conserve our railroad resources from damage by fire, and by so doing show your patriotism.

A Bit of Rail With a Bit of History

IT would seem that there is nothing of particular interest to note regarding the piece of rail seen in the accompanying photograph, and which is at present serving as an improvised anvil at the home of a resident in Somerset County, near Rockwood, Pa.



USED AS AN ANVIL

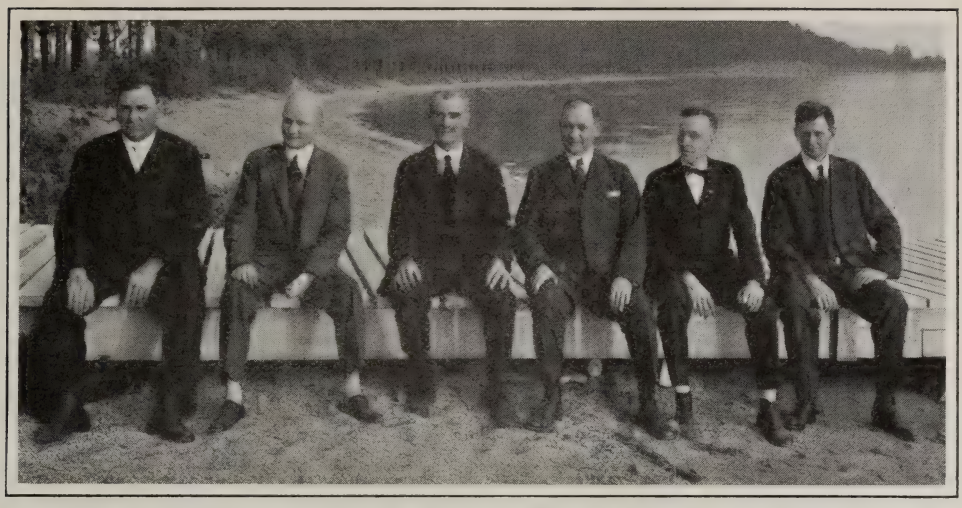
But according to Herbert D. Snyder, of the Pennsylvania Rubber Company, Jeannette, Pa., there is an odd story concerning it.

During the construction of the Baltimore and Ohio between Cumberland and Connellsville, two construction gangs were working from both terminals to meet at a point near the station of Casselman. When this point was reached it was necessary to cut one of the rails in order to make it the desired length. One of the inhabitants, whatever his motive may have been, quietly took possession of the piece of rail and hid it in a neighboring forest. A member of one of the construction gangs saw the incident and, in turn, and just as quietly, became the possessor of the metal, later giving it to Mr. Snyder's grandfather. It has been in the possession of the Snyder family ever since, and, as has been said, is being used as an anvil.



LOCOMOTIVE 5107—ENGINEER J. B. SCHULTZ AND FIREMAN J. T. LEE

In daily use between Philadelphia and Washington, pulling train No. 7—The "Chicago Special." When war was declared against Germany this locomotive was decorated with American flags on the cylinders and steam chest, and with a large star on the head of each cylinder. The decorating was done at East Side Shops and the painter was a German. No. 5107 is the pride of her crew



REPRESENTATIVES FROM THE CHICAGO DIVISION FREIGHT CLAIM PREVENTION COMMITTEE IN SESSION AT WAWASEE, INDIANA, SEPTEMBER 19, 1917

Organization of Freight Claim Prevention Committees to Reduce Loss and Damage Claims

THE question of cooperation enters largely into all railway problems. The loss and damage claim is born somewhere of a lack of cooperation. It will be admitted generally that if the duties assigned to each employe were properly performed and if everyone handled freight, or matters pertaining to freight, with the thought that we must all work together to one end, we would have no loss and damage claims.

The end of transportation service is "Delivery," and unless we effect safe and proper delivery we will have to contend with many loss and damage claims.

The management realizes that an enormous amount of money is being paid out account of improper handling of freight, improper cleaning and inspection of cars, the mis-handling of waybills, improper stowing of freight, neglect to take seal records, delay to shipments, lack of attention to refrigerating equipment, rough handling of merchandise cars and many other preventable causes.

In order to stop loss and damage claims at their source a General Freight Claim Prevention Committee was organized, consisting of C. C. Glessner, auditor freight claims (chairman); J. K. Graham, superintendent of station service; Edmund Leigh, general superintendent of police, and O. H. Hobbs, supervisor of refrigeration.

Local claim prevention committees have been organized on fourteen out of the seventeen operating divisions. Meetings are being held on the fourteen divisions at regular intervals and are being attended by representatives from all departments and branches of service.

The division superintendent of each division has designated a representative to act as chairman and the permanent membership of the committees is made up of representatives from the car depart-

ment, yard service, transportation department, agencies, police department and general offices at Baltimore.

These committees are promoting cooperation and team work between departments. They will receive suggestions for the betterment of the service, and by freely discussing conditions effect reforms in operating practices which will be helpful in minimizing costly and unnecessary errors.

Employes are being coached to properly handle freight, to load and stow it into cars, to exercise vigilance to prevent theft, to switch cars carefully and to follow the correct methods of icing and ventilating cars containing perishable freight.

The meetings for the purpose of organization were well attended and many instances of improper handling were discussed.

Some of the division superintendents have appointed local freight claim prevention committees at the larger stations.

On one division a "flying squadron" from a large station, composed of men of initiative and ideas, visited another station, re-aligned the furniture and equipment so as to produce the best working result, and made a general clean-up. Experienced men of this character will, doubtless, accomplish much in placing the stations of that division on a high plan of efficiency and public service.

Free discussion at the committee meetings is encouraged and employes are urged to study existing conditions and to offer practical suggestions which will effect improvement in freight handling and reduce claims.

All employes are made welcome at these meetings and no suggestions made will fail to receive consideration.

Receiving clerks will have their attention called to Official Classification rules covering the reception of freight and to the importance of seeing that these rules are enforced; also to the absolute necessity of examining shipments to see that they are in good order when tendered by shippers, that shipments are properly marked and packed, and that marks agree with shipping orders.

Freight should be properly loaded at point of origin. If for local freight train delivery it should be carefully loaded out in station order and properly handled at point of delivery.

Some of the subjects listed for discussion at future committee meetings are: Receipt of shipments for forwarding; necessary care in handling; correction of bad loading; inspection of cars before loading; regular inventories of freight on hand at stations; loading and stowing of freight; improper handling of bills; rough handling by train crews and platform men; over and short reports; supervision of stations, and proper packing.

No cut-and-dried method has been followed in the selection of the committees and the various chairmen will add freely to the committee membership.

The membership of these committees have taken hold of the work with enthusiastic interest, they believe in the work which they are doing, and realize that a large item of transportation expense will be reduced if they "keep everlastingly at it."

"Lest We Forget"

ALL OUR employes who come in contact with the public should keep before them the important fact that each traveler they meet may be one who has never before ridden on the Baltimore and Ohio and who is going to form his first and most lasting impression from your actions and manners. Try to make a friend for our railroad.

Increased Costs at War With Efficiency

THE COST of material has increased since our May Magazine was issued, as the following tabulation will show, and in order to keep up with and, if possible, overcome these increases in costs we must greatly increase our efficiency. This can be done and every employe is urged to cooperate in our endeavor to meet these unprecedented advances.

Aside from the advanced cost, material of all kinds are urgently needed by our country today, and our efficiency is a paramount essential at this time, and nowhere can its effects be more felt or its results more telling than in the conservation of materials entering into the operation of a railroad.

Wherever possible second hand or reclaimed material should be used instead of new, and to this end all serviceable material should be separated from scrap and made use of.

	Cost in July, 1914	Cost in April, 1917	Cost in Sept., 1917
Boiler Steel	$1.00	$5.44	$8.82
Firebox Steel	1.00	4.55	7.24
Steel Billets	1.00	3.48	5.00
Car Axles	1.00	3.44	4.30
Car Roofs	1.00	3.35	4.34
Driving Axles	1.00	3.00	3.78
Pig Iron	1.00	2.92	3.71
Coil Springs	1.00	2.60	3.60
Bolts	1.00	2.54	4.84
Flues	1.00	2.52	4.11
Nuts	1.00	2.46	2.83
Elliptic Springs	1.00	2.41	3.02
Lead, Pig	1.00	2.37	2.75
Couplers	1.00	2.06	2.87
Steel Tires	1.00	2.02	2.13
Tin, Pig	1.00	1.85	1.96
Tin Plate	1.00	1.65	2.47
Rolled Steel Wheels	1.00	1.62	2.22
Tool Steel, Carbon	1.00	1.57	2.43
Oak Lumber	1.00	1.30	1.45

Material used in train service has advanced, since the May issue of the Magazine, as follows:

A Lantern Frame	that cost $	.65	then, now	costs $	.94
A White Globe	"	.16	" "		.17
A Stilson Wrench	"	.98	" "		1.25
An Engine Broom	"	.41	" "		.68
A Trainman's Broom	"	.44	" "		.66
An Engine Tail Marker Lamp	"	5.42	" "		6.92
A Train Tail Marker Lamp	"	5.94	" "		7.33
A Scoop Shovel	"	.52	" "		.85
An Engineman's Torch	"	.42	" "		.48
A Long Spout Oil Can	"	.63	" "		.66
An Engine Water Cooler	"	2. 0	" "		4.00
An Air Hose	"	1.14	" "		1.21
A Gas Stick	"	2.90	" "		2.95
A $1\frac{1}{4}''$ Square Nut	"	.05	" "		.07
A Gross of $1\frac{1}{2}''$ Brass Screws	"	.88½	" "		1.53
A Caboose End Door Lock	"	1.25	" "		1.50
A Car Chain	"	4.70	" "		7.70
A Car Replacer	"	16.48	" "		20.38

The Savings Feature of the Relief Department

By W. M. Kennedy

Assistant Superintendent Relief Department—Savings Feature

(Paper Read at the Deer Park Meeting)

IN its savings feature, the Baltimore and Ohio Railroad is especially unique, and in this, as in other fields, was a pioneer. So far as known, there is but one other railroad that has so comprehensive a plan or one so likely to be of financial help to its employes. A few years ago the Western Maryland Railway Company added a savings feature to its Relief Department and accepted our plan with hardly a change. This feature became a part of the Relief Department on August 1, 1882, and the scope of its operations is briefly but clearly stated in a regulation of the department reading:

"The Savings Feature will afford opportunity to employes and their near relatives to deposit their savings and earn interest thereon, and to enable employes only to borrow money at moderate rates of interest and on easy terms of repayment for the purpose of acquiring or improving a homestead or freeing it from debt."

The savings feature is itself divided into two subordinate features—the deposit feature and the loan feature. The deposit feature is practically a mutual savings bank, and the privilege of depositing therein is extended to any employe of the Company, his wife, children and parents, or the beneficiaries of deceased members of the relief feature. Not less than $1.00 or more than $100.00 may be deposited in one day without special authority from the superintendent. It is seldom, however, that authority for deposit of more than $100.00, unless it be for an exceptionally large amount, is withheld.

The safety of deposits, and their return on demand, with interest at four per cent. per annum, is guaranteed by the Company. The profits of the loan feature, and of a very large and well equipped printing plant and the other investments made, are used to pay interest on deposits, and dividends may be declared by the committee in charge when the earnings justify. Since 1890 extra dividends of from one per cent. to two per cent. have been declared, making the total interest on deposits from five per cent. to six per cent. per annum. This exceeds the interest paid by savings banks; in fact, in the present year many banks in West Virginia and Pennsylvania have reduced the interest rate on savings to three per cent. What particularly appeals to the employes is the element of safety and confidence which surrounds their dealings with the department. At the time of the receivership of the Baltimore and Ohio Railroad, this fund was held by the United States District Court to be a trust fund for the depositors, exempt from any debts of the Company itself, and during each year of the receivership the depositors were paid five and one-half per cent. interest.

To facilitate deposits, particularly at small stations or towns without savings banks, or where banking facilities are limited, the Company has designated certain agents as depositaries to receive and record deposits on pass books issued to depositors, and to whom checks are sent for delivery when a depositor makes a withdrawal. There are now two hundred and seventy-five (275) such depositaries, so that no matter how small a place, if there are a few thrifty em-

ployes, banking facilities are placed at their disposal, with inducements not obtainable elsewhere. For the further accommodation of the "systematic" savers, a new departure was inaugurated a few months ago, and an employe may now have stipulated sums deducted from his monthly wages or salary on the pay rolls, and credited on a savings account. This reduces to a minimum the work of making deposits and should prove popular among the officials and employes of the Company; statistics and history show that the surest and best way to accumulate an estate is by "systematic" saving. Saving is purely a matter of habit, and like other habits, good or bad, when once formed, will grow, and those who have not made a practice of saving a definite amount each month will be surprised to learn how rapidly a small sum deposited regularly will grow into a substantial sum. Five dollars deposited regularly each month, for a period of ten years, with interest compounded at the rate of five per cent. will grow to $771.65. Ten dollars deposited each month at the same rate of interest will grow to $1,543.60.

That this feature is appreciated by employes and their families is shown by the fact that during the year 1916 the deposits amounted to $1,643,289.38. From August 1, 1882, to December 31, 1916, the total amount deposited was $21,543,770.72, of which $9,627,753.82 remained on deposit on the latter date. The number of depositors in the savings feature at the present time is 9,428.

The savings feature is particularly appreciated by widows of deceased employes, as it affords a safe place to deposit the money paid them by the relief feature upon the death of their husbands, at such a rate of interest that the designs of "friends" with sure things and promoters of "get rich quick" schemes are not attractive.

It is the large sum which has accumulated through the savings of employes and members of their families which is available for loans to employes only, who are members of the relief feature, who are in good physical condition, with a service record of at least one year from the date of last entry, and are recommended by their employing officials. Loans are made in sums of not less than $100.00 for the purpose of acquiring, building or improving a homestead, paying off liens thereon, or paying bills that might later become liens. The security offered must be within one mile of the line of the Baltimore and Ohio Railroad, or in a city or town through which it passes, and the department must be given first mortgage or deed of trust. Loans are repaid in monthly instalments, and payments are made by deductions on the pay rolls. Payments range from one per cent. to one and one-half per cent. of the amount borrowed, depending on the proportion loaned of the valuation of the property. The greatest amount, under the regulations, that can be loaned is three-fourths of the valuation by the department's inspector of the security offered, except in the states of Indiana and Illinois (on account of the laws governing sales of properties under mortgages), and in Baltimore City and County on properties subject to ground rent, where it is not deemed advisable to loan more than about two-thirds. The difference between the amount loaned and the purchase price must be provided by the borrower, either by paying cash, or arranging for second mortgage or deed of trust with the person from whom the purchase is made or someone else.

Good physical condition and recommendation by employing officials are demanded because, this being a trust fund, it would be unfair to the depositors to risk loans to those whose physical condition is such that they would probably lose time by sickness, and not earn enough to pay their dues; or to those whose records predict an early termination of their connection with the Company, as experience has taught us that men dismissed for cause very seldom make good, and foreclosures usually result.

As the money is invested in properties along the line of the road, the territory through which we pass has benefited greatly. In places like Brunswick, Keyser, Garrett, Newark, etc., more than $1,000,000 has been expended by the department in each town. We think the

appearance of these and other Baltimore and Ohio towns speak well for the employes of the Company and the savings feature through which the money to build the homes that make up the towns was obtained. On the whole, we think the homes of Baltimore and Ohio employes are superior to those of employes of other roads who must deal with building associations and local banks, and this is principally because it has been possible for them to borrow money on easy terms from a department of their own road.

Some of the advantages offered borrowers are:

Payments are made by deductions on the pay rolls, eliminating the weekly or monthly necessity of going or sending to some designated place to pay dues. The borrower accustoms himself to living on wages remaining after the loan deduction has been made, and in a few years the home is paid for with very little effort or hardship.

Interest at the rate of six per cent. per annum is charged on the balance remaining after each payment, so that the borrower pays interest on the actual balance only. In most building associations, where loans are made on shares, no matter how little may be due on a share, interest is charged on the whole share. This amounts to quite a saving in interest during the life of the loan.

The borrower's life is fully protected by insurance in the relief feature to the extent of at least the amount due, so that in the event of his death before the loan has been repaid, the balance due the department is deducted therefrom and the widow will not have a mortgage to pay, but will own a home free from debt when she is most in need of it (this, of course, does not apply when the borrower is over the age of fifty years when loan is made, as, under the regulations, no person having passed that age can be carried for additional insurance).

No charges are assessed by the department for making loans. The services of its inspectors are at the command of the employes. Unlike building association practice, no inspection fee is charged. We have four inspectors who are located at central points on the line—one each at Baltimore, Grafton, Chicago Junction and Cincinnati. As they inspect thousands of properties, they are familiar with values at the various points in their districts; and when a prospective borrower is paying too much for a property, or is purchasing one where the construction is poor, or the sanitary or other conditions surrounding it are bad, they lay the facts before him fairly and clearly, having nothing to gain by misrepresentation. This cannot always be said of the real estate agent, whose principal object is to make a sale.

For legal services in connection with searching of title, etc., he is referred to counsel for the Company in the territory where the property is located. The Company's attorneys are usually the best available and the borrower is thus benefited by the advice of one in whom he has confidence. The department is protected by an abstract of title, furnished by a person selected by the Company for this work. The cost of preparation of the abstract, etc., must, of course, be borne by the borrower.

In times of sickness or slack business, or when for any good reason the borrower cannot earn enough to pay the dues on his loan and his living expenses, we, having access to the record of his earnings, know why he is not making time, and do not press him until he is again able to pay; always keeping in sight, however, the fact that we are administering a trust fund, so that the interest of the depositors whose savings are invested will not be jeopardized.

There are no fines, nor is interest on interest charged, if for some reason the monthly payments are not made when due.

That the loan feature has been greatly appreciated and made use of by employes is evidenced by the fact that during the year 1916 the amount loaned was $1,093,459.04. The total amount loaned from August 1, 1882, to the end of last year was $18,107,569.98, of which $5,604,528.41 still remains outstanding. The total amount loaned has been expended in building 3,272 homes, buying 7,895 homesteads, improving 2,946 home-

steads already owned, and releasing liens on 6,984 properties.

We feel that we have been very fortunate to those to whom loans were made, as during the entire history of the feature the foreclosures have not exceeded two hundred. Of course, with our large volume of business and adopting foreclosure only as a last resort after giving a man every opportunity to make payments, even after he leaves the Company's service, it is inevitably necessary at times to buy in some properties to protect the loans. Our losses in this connection have been very light, however, and the net result of all transactions of the kind show some profit. We have now thirty properties on hand, distributed along the line, which have been put in good repair, and are offered employes on the monthly payment plan; that is, about one-tenth of the purchase money down, the remainder paid in monthly instalments, equalling about the rent which might be expected from the property.

In conclusion I might add that this is a grand welfare work, benefiting not only the employes buying a home, but the depositors whose money is invested, the cities and communities in which our employes live, and the Company as well; for we are rapidly creating a body of men who will make the Baltimore and Ohio known as a Company "manned by savers and home owners." These men are never floaters; they have an identity of interest with the Company. The savers and home buyers are seldom dismissed or centured for violation of Rule G. Their money is used for a better purpose than to buy drink. These men can be depended upon, as having demonstrated that they know how to take care of their own money and property, they will meet the responsibility properly when called on to safeguard the Company's property and interest. We hope that all present will make the promotion of our savings feature a part of their work, recommending it at the various divisional meetings, etc., as by helping us, you will likewise help yourself and the Company. The best recommendation, of course, that you can give will be your participation in the benefits the savings feature offers. We take the savings of the office boy and the official, and loan money to the man on the track to buy his little home along the right of way, as well as to the man in the private office and car.

Relief Department Committee of the Board of Directors

Daniel Willard, President, *Chairman.* Robert Garrett.
Oscar G. Murray (Died March 14, 1917). W. Averell Harriman.

Operating Committee of Relief Feature

H. L. Bond, Jr., General Counsel, *Chairman.*
G. M. Shriver, Vice-President. J. J. Ekin, General Auditor. F. F. Frazee, Operator.
Z. T. Green, Engineer. Stephen Johnson, Conductor.

Advisory Committee of Relief Feature

W. S. Berkmyer	Conductor, C. T	Canton, Ohio.
H. W. Oldenburg	Car Inspector, M. P	Cincinnati, Ohio.
J. Mason	Water Station Foreman, M. of W	Wilmington, Del.
J. F. Thome	Section Foreman, M. of W	Aviston, Ill.
G. G. James	Conductor, C. T	East Side, Philadelphia, Pa.
G. H. Moore	Conductor, C. T	Seymour, Ind.
L. A. Cather	Machinist, M. P	Fairmont, W. Va.
J. S. Price	Clerk, M. of W	Newark, Ohio.
R. T. Brooks	Chief Clerk to Division Accountant, M. of W	Wheeling, W. Va.
W. D. Lenderking	Plumber, M. P	Mt. Clare, Baltimore, Md.
Grant Moore	Engineer, C. T	Portsmouth, Ohio.
Henry Loveridge	Machinist, M. P	East Chicago, Ind.

Savings and Pension Committee

H. L. Bond, Jr., General Counsel, *Chairman.*
G. M. Shriver, Vice-President. J. J. Ekin, General Auditor.

The Obligation of Employe to Patron

¶ The Baltimore and Ohio Railroad uses in its advertising the phrase "Our Passengers are Our Guests," and it is a pleasure to hear a passenger say: "I like to travel over the Baltimore and Ohio because its employes are so courteous."

¶ This expression is often heard, and at the present time when passenger trains are crowded to their capacity, it is not always possible to anticipate the number of people traveling to provide seats for all of the passengers that may take that train. During the present war conditions the conservation of passenger equipment is necessary, that the Government will not be hampered at any time, either in the movement of troops or the handling of the individual travel that is necessarily greater under these conditions.

¶ The increased business of the railroad naturally occasions a greater amount of traveling by employes in going about their various duties. These employes, of course, enjoy the privilege of transportation on passes.

¶ Every employe of the railroad is a host unto himself, and a passenger paying his fare is a guest of the employe, no matter with what department he is connected. The passenger cannot distinguish the employe unless he is in uniform; but the employe who has his pass knows that he is host, and under the very ordinary laws of polite society he should exercise his position as such and show every courtesy and preference to the pay-passenger, giving up his seat or berth, as the occasion demands.

¶ Courtesy is retroactive. The employe in performing an act of courtesy is invariably rewarded by a kind look or a word of thanks; and the Company for which he works is respected. The success of the Company, therefore, depends upon its employes, and likewise the success of the employe depends upon the success of the Company.

¶ The Baltimore and Ohio Railroad at this time, more than at any other time in its history, is crowded for space in passenger trains, owing to the heavy travel, and it is not only the privilege but the obligation of an employe to consider the comfort and convenience of a paying passenger; and in his act of courtesy and consideration, he not only helps his Company and himself at the same time, but the Government as well.

¶ At this time the Government depends largely on the railroads to "win the war." The Baltimore and Ohio, through its employes, has pledged itself to the Government, and every employe, whether accepting the courtesy of transportation over his own line, or that of another line, should remember he is only one of the great family of railroad employes in the United States acting as a unit helping the Government and the people, in the great cause for liberty and humanity.



FORT McHENRY

Birth of Our National Anthem—The Star-Spangled Banner

Attack on Baltimore and Bombardment of Fort McHenry by the British in 1814 Inspired Francis Scott Key to Write Celebrated Song

CHURCH bells were calling in Baltimore Town, Sunday, September 11, 1814, when through the streets went the cry, "The enemy is at our door!" On the Court House green three cannon boomed. With martial tread and beating drums patriots spread the alarm. From the houses came men of all classes, determined to protect their kin and their homes.

At the mouth of the Patapsco, off North Point, twelve miles from the city, fifty ships flying the British colors were silhouetted against the eastern skies. Nine thousand strong, the invaders, representing the flower of the English Army and Navy, gazed towards the city they had termed "a nest of pirates."

Lining the decks of this fleet were part of Wellington's "Invincibles," and the veterans of Nelson's victories, men who had humbled the great Napoleon. Fresh from the Battle of Bladensburg, encouraged by the capture and burning of Washington, emboldened by their raids along the Chesapeake, they impatiently awaited the loosening of the leash.

Pick and shovel made the dirt fly along fortifications around the town. To the east, in a line more than a mile in length, men, women and children toiled. Hampstead Hill (now Patterson Park) was selected as headquarters by the commander-in-chief, General Samuel Smith, a Revolutionary hero. Behind these bulwarks he placed ten thousand troops, largely Baltimore militia, and one hundred cannon were mounted.

On the north side of the harbor, opposite Fort McHenry, Commodore Rodgers planted batteries at the Lazaretto. One thousand volunteers and regulars garrisoned Fort McHenry. Major George Armistead, in command, knew that the magazine was not boom-proof, but those under him were ignorant of the fact. To the rear of the fort along the shores of the Patapsco were two redoubts—a six gun battery under Sailing Master Webster, and Fort Covington under Lieutenant Newcomb.

Anticipating the landing of the enemy, General Smith sent General Stricker with 1,700 men to harass the British advance up Patapsco Neck. Late Sunday afternoon this body marched out the Philadelphia Road to Long-Log Lane (now North Point Road), leaving behind a cloud of dust. At eight o'clock that evening they paused. The defenders chose the ground well, with the right resting on Bear Creek and the left near

Bread and Cheese Creek; then they lay on the ground to await the coming of dawn and the British.

General Stricker spent the night in the old Methodist Meeting House, still standing on the North Point Road, near Bread and Cheese Creek. His force was composed of the Fifth, Sixth, Twenty-seventh, Thirty-ninth and Fifty-first regiments. These were made up of separate companies, some in uniform and others in their citizens' clothes. In the haste and confusion of the day many still wore their silk hats. Incorporated in these regiments was one company each from York, Hanover and Marietta, Pennsylvania, and one from Hagerstown, Maryland. All the rest were from Baltimore.

While the opposing forces slept that night from a cloudless sky the full moon shone brightly, its beams illuminating a huge flag flying over Fort McHenry. Fifteen stripes, alternate red and white, the Union of fifteen stars, white in a blue field, it measured thirty-six by twenty-nine feet. The flag was made by Mrs. Mary Young Pickersgill.

Mrs. Pickersgill had won no little fame as a designer of ship's colors, pennants, etc. Commodore Barney, with the approval of General Stricker and General McDonald, had placed the order for the flag. At her little home, "House No. 60 Albemarle Street, Old Town" (which still stands), she had cut the colored sections. Owing to its dimensions the flag, in pieces, had been taken to a nearby brewery and there stretched and sewed together in a large room.

Before the first streaks of dawn appeared on the twelfth, the British were astir. From their transports boat after boat carried human freight to North Point—where now stands Fort Howard. Advancing into the marshes skirting the shore, they eagerly sought the shelter afforded by high reeds.

The veterans crawled cautiously to higher ground and assembled in the woods nearby. In command of the land forces was General Sir Robert Ross, a soldier of distinction, who had served in Holland, Egypt and the Peninsula. At his side rode the ranking officer, Rear Admiral Cockburn. Admiral Sir Alexander Cockrane, commander-in-chief of the British forces, remained aboard his ship.

Four miles up Patapsco Neck proceeded this force. General Ross, Admiral Cockburn and six other officers stopped at the home of Robert Gorsuch, a farmer, and ordered him to prepare breakfast. As each dish was placed before his unwelcome guests, Gorsuch was compelled to taste the food. The unwilling host asked General Ross if he would return for supper. He was told, "No; I shall eat my supper in Baltimore, or in hell."

While the British officers were laughing at this remark the firing of musketry was heard. Dashing from the house, they mounted their horses and galloped to the scene of action. They emerged from a piece of woods about a mile distant and saw engaged the advance guards of their forces and a small party of Americans.

General Ross turned to Admiral Cockburn and said, "I'll bring up a column." As his horse wheeled a ball pierced the General's arm and chest. He fell—a monument marks the spot. Admiral Cockburn and others placed him on a horse and quickly sought the woods. A messenger was dispatched for a cart, and in this crude vehicle the wounded officer was placed on blankets.

As he was carried to the rear General Ross ordered that he be covered lest he be recognized by the troops. Beneath a huge poplar (a new stone church marks the place), opposite the Gorsuch farmhouse, a halt was made. Commending his wife and family to the protection of the government he had served so well, General Ross died in the arms of his favorite aide, Sir Duncan McDougall.

Tradition has it that the British commander was shot by two young riflemen, Daniel Wells and Henry C. McComas. In the skirmish that followed both were killed. They were buried in a vault in Aisquith Square (Gay, Aisquith and Monument Streets), over which a monument was erected September 12, 1858.

On the fall of Ross the command of the British troops devolved upon Colonel Brooke, of the Forty-fourth Regiment. Pushing forward, the British artillery

was soon engaged in a duel with the American field pieces. The invading army was ordered to lie down and partake of the refreshments afforded by their haversacks and canteens.

Drawn up beyond a strong paling (known as Dr. Houck's acre), the American yeomen awaited the approach of the English veterans. Both forces suffered from the intense heat.

In the early afternoon the Battle of North Point began. A roar of musketry opened out. The British advancing in their customary fashion, in close order, attempted to take the American position by a rush. Into their midst was poured a hail-storm of shot, slugs and scrap iron. The defenders were short of ammunition and their weapons were mostly of antiquated type.



MONUMENT MARKING SPOT WHERE GENERAL ROSS FELL

Several flank movements were attempted by the attacking body. General Stricker, comprehending these movements, met each one sturdily. The armies swayed back and forth, with victory coquetting first with one and then with the other. Closing in, a hand-to-hand struggle followed. The American lines, outnumbered, began to waver, and were ordered to retire. Instead of administering a slight check to the enemy, they had stopped the advance with a bloody shock.

In this struggle, which lasted an hour and a half, the British lost 600 men killed and wounded, and the Americans 150. Leaving a trail of blood behind, General Stricker's army, in good order, made its way back to Worthington's Mill, near Hampstead Hill. Here he was joined by General Winder, with the Virginia Brigade and U. S. Dragoons.

A heavy rain fell and the weary soldiers were drenched before they reached shelter. Worn by the march of the day previous, a night of nervous anticipation, the battle and the retreat, they sought such rest as they could get.

The battlefield was a sickening sight. Scattered about were the bodies of the slain, mingled with the wounded. Over the sodden fields the British searched, picking out their men. The dead were ignored and the injured carried to the old meeting house, near Bread and Cheese Creek.

After their own men had been cared for, the invaders turned their attention to the American injured. In the old meeting house British surgeons worked over friend and foe. The building vibrated with the groans of the wounded and dying. Beneath the same roof Colonel Brooke sought shelter from the torrents that poured from the heavens.

Thirsty for revenge, the British commanders ordered their men forward at daybreak. From beneath makeshift tents, through which the water had dripped, weary and cramped, they responed to the call to arms. The march was resumed and unopposed they made their way towards the city. At noon they halted near Orangeville.

Colonel Brooke and Admiral Cockburn reconnoitered. Determining to attack the American forces, the commanders dispatched an officer to the fleet with a request that Admiral Cockrane make a diversion on the water front. Before sun-

down the messenger returned. He bore an order, which read, "You are on no account to attack the enemy, unless positively certain of success."

Admiral Cockburn glanced at the message. He insisted on an attack. Colonel Brooke summoned a council of war, which the naval officer refused to attend. The deliberation lasted until midnight, when the majority of the officers decided upon a retreat, and an hour and a half later the British army withdrew from the gates of the city, leaving bright campfires as a ruse.

The naval forces were not idle. On the morning of the thirteenth, the bomb and rocket vessels began to bombard Fort McHenry and the other water defenses. Sixteen heavy ships hurled bombs, rockets and solid shot. The British were prevented from attempting to pass into the basin by a line of sunken hulks between Fort McHenry and the Lazaretto.

Major Armistead opened the batteries of Fort McHenry upon them, and kept up a brisk fire for some time with his gun and mortars, when, to his chagrin, he found that the missiles fell short. The British ships were lying about two and a half miles off the fort—near the present Fort Carroll. The garrison was exposed to a shower of shells for several hours.

One of the 24-pounders in the southwest bastion of the fort was dismounted by an exploding bomb. Captain (Judge) Joseph H. Nicholson, with a company of volunteer artillerists, was in charge of this part of the works. The explosion killed Second Lieutenant Claggett and wounded several others. The wife of one of the men, while administering to the injured, was killed.

Admiral Cockrane observed the confusion and ordered three of his bomb-vessels to move up nearer the fort. Major Armistead quickly took advantage of this. He ordered a general fire from every part of the fort. Within half an hour the British were driven back to their old anchorage. One vessel, the "Erebus," was saved from destruction by a division of small boats towing her beyond the range of Armistead's guns.

In the rear of the British men-o'-war was the U. S. cartel ship "Minden." Aboard this vessel were Francis Scott Key, a young lawyer, soldier and poet; his friend, Dr. William Beanes, of Upper Marlboro, Maryland, and Colonel Skinner, commander of the ship. Dr. Beanes had been made prisoner by the British

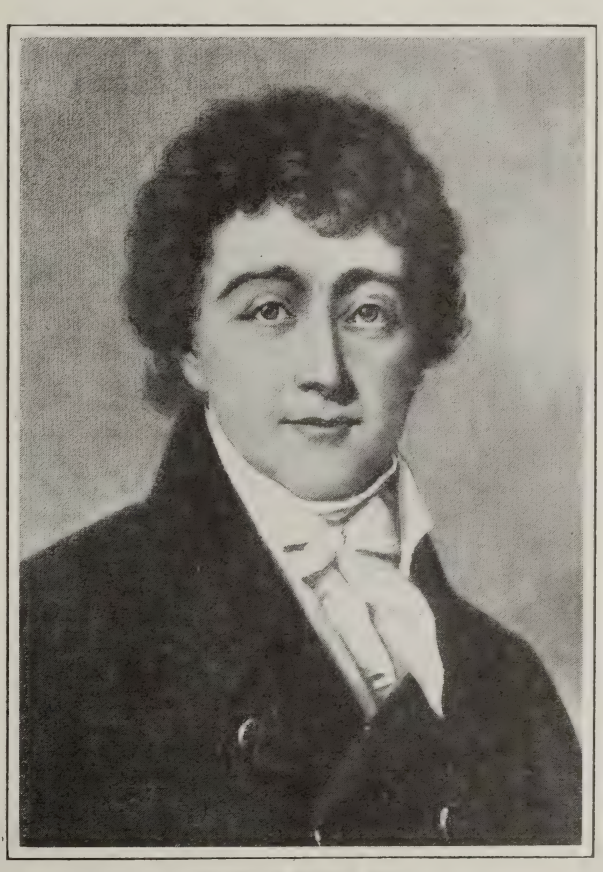


FORT McHENRY AS SEEN FROM TOP OF BALTIMORE AND OHIO RAILROAD GRAIN ELEVATOR, LOCUST POINT

after they had withdrawn from the burning of Washington.

The conduct of several stragglers of the invading army caused the venerable physician to order their detention. Learning of this some of the British officers, by way of retaliation, brought about his arrest. He was carried aboard a British ship. The news that Dr. Beanes was a prisoner spread rapidly.

One of his friends went to the home of Francis Scott Key, at Georgetown, and requested the young lawyer to go with a flag-of-truce and ask for the release of the physician. President Madison gave his consent and orders were issued that the "Minden," used by the United States Government for the transfer of prisoners, be made ready.



FRANCIS SCOTT KEY

The "Minden" was then lying at Baltimore. Key came to this city and went aboard her. She came up with the British fleet in the lower Chesapeake. Key's mission was made known. General Ross and Admiral Cockburn, in strong terms, spoke against the release of Dr. Beanes. After being informed of his many kind acts toward British officers who had been wounded, they relented.

Having decided to attack Baltimore, they detained the Americans. The fleet headed up the Chesapeake. As the vessels entered the Patapsco, Key, Dr. Beanes and Colonel Skinner were transferred from the British ship to the "Minden." A guard of British marines was sent aboard the flag-of-truce ship to prevent the patriots from going ashore. The "Minden" was anchored north of the present ship channel, some distance from what is now Dundalk, Baltimore County.

From the decks of the "Minden" Key and his companions watched the bombardment. As night fell the fury of the attack increased. At midnight 1,250 picked men were sent from the fleet in barges, with scaling ladders and other implements for storming the fort. Under cover of darkness they passed to the south and approached Fort Covington and Webster's six-gun battery.

For the purpose of examining the shores they threw up rockets. This gave the alarm. A large hay stack was set afire by the Americans. As its glow revealed the British boats, Fort McHenry and the two redoubts opened a terrific fire. The concussion was tremendous. The houses in the city were shaken to their foundations.

Webster and his men worked gallantly, and to them Major Armistead said he

was "persuaded the country was much indebted for the final repulse of the enemy." Two vessels were sunk and a number of the attacking force was killed. Back to their ships went the British. The bombardment of the fort lasted until seven o'clock in the morning. Eighteen hundred shells were thrown by the attacking force. The total American loss was four killed and twenty-four wounded.

During the night Key and his friends paced the deck of the "Minden." To these men the spectacle was one of horror. As shell after shell went screaming skyward towards the fort Key's anxiety grew. During an intermission in the firing he was in doubt as to the safety of the fort. On the back of a letter he began to write.

The first blush of day tinged the skies. Gazing towards the fort Key beheld the Stars and Stripes floating triumphantly above the ramparts. His joy was without bounds. Into his brain leaped the words of "The Star-Spangled Banner." As the sun rose and the British gave up in despair he continued to make notes.

The men-o'-war fell back. Key and his companions were permitted to go ashore. In a small boat with Dr. Beanes, Colonel Skinner and an oarsman, Key finished his writing. He proceeded into the city and came to Fountain Inn, which stood on Light Street, near Orange Alley, now German Street. That night he completed the poem destined to become the American National Anthem.

In the morning he took the verses to his brother-in-law, Judge Nicholson. The words were found to fit perfectly the then popular melody, "Anacreon in Heaven." Carrying the song to the printing office of Benjamin Edes (Baltimore and Gay Streets), then serving as captain of the Twenty-seventh Regiment, copies of it were ordered. Samuel Sands, an apprentice, set the type and printed it.

That evening it was sung in the taverns. Bonfires were lit in the streets and the citizens of Baltimore made merry, while the British with their dead commander and scores of wounded were on the Chesapeake, outward bound.

Star-Spangled Banner

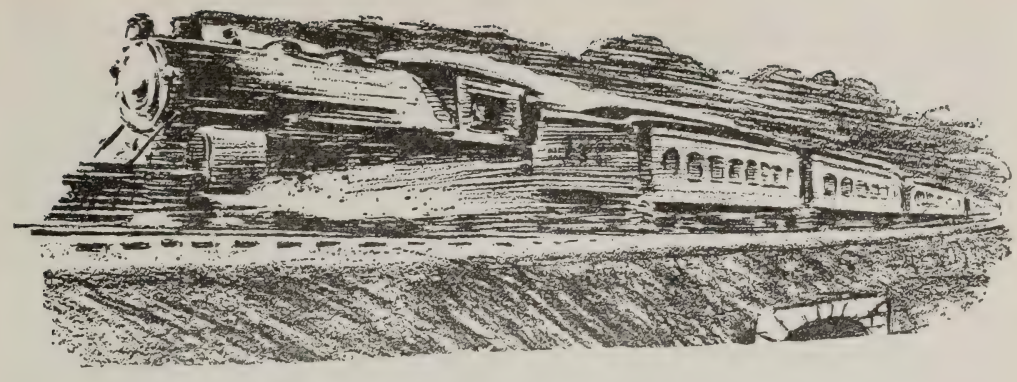
(From Original Manuscript)

O say can you see by the dawn's early light
What so proudly we hail'd at the twilight's last gleaming,
Whose broad stripes & bright stars through the perilous fight
O'er the ramparts we watch'd, were so gallantly streaming?
And the rocket's red glare, the bomb bursting in air,
Gave proof through the night that our flag was still there,
O say does that star-spangled banner yet wave
O'er the land of the free & the home of the brave?

On the shore dimly seen through the mists of the deep,
Where the foe's haughty host in dread silence reposes,
What is that which the breeze, o'er the towering steep,
As it fitfully blows, half conceals, half discloses?
Now it catches the gleam of the morning's first beam,
In full glory reflected now shines on the stream,
'Tis the star-spangled banner—O long may it wave
O'er the land of the free & the home of the brave!

And where is that band who so vauntingly swore,
That the havoc of war & the battle's confusion
A home & a country should leave us no more?
Their blood has wash'd out their foul footstep's pollution.
No refuge could save the hireling & slave
From the terror of flight or the gloom of the grave,
And the star-spangled banner in triumph doth wave
O'er the land of the free & the home of the brave.

O thus be it ever when freemen shall stand
Between their lov'd home & the war's desolation!
Blest with vict'ry & peace may the heav'n rescued land
Praise the power that hath made & preserv'd us a nation!
Then conquer we must when our cause it is just,
And this be our motto—"In God is our trust,"
And the star-spangled banner in triumph shall wave
O'er the land of the free & the home of the brave.



Stop! Look! Listen!

Automobile Driver Plunges Car into Locomotive, Killing Six Persons—Coroner's Jury Holds Him for Criminal Negligence

(From "Railway Employes' Journal")

AT last a coroner's jury has been impaneled with enough sense of justice and enough courage to put the blame where it belongs for a rail-and-automobile tragedy—to demand that the driver of a death-car be dealt with as a criminal.

Almost any fair weather Sunday in almost any populous section is marked by its railroad crossing horror—an automobile full of people shooting upon the track, and often "stalling" there in front of an oncoming train; never a chance for the engineer to miss a smash.

People see these horrors, or read about them, and shudder, but they don't give much thought to the railroad company or the trainmen that are thus forced to be shedders of human blood, takers of human life. Public sympathy is for the victims; public condemnation is for the road and the train crew. Yet we railroaders know—and the records show—that most of these crossing tragedies are beyond the power of us or our companies to prevent. We simply can't keep the motor-maniac off the crossing. He often runs by warning signals and flagmen and sometimes he crashes through gates and barriers in order to commit murder or suicide on the track—and to splash us and our industry with blood.

It is the truth to which any train service man will bear witness that the motor-madman at the railroad crossing is the bane and dread of all those in railroad operation. So every operating man and officer will rejoice at this first step toward using the criminal courts to stop these horrors that we cannot stop.

The case in point is clearly and fairly set forth in the following report by James S. Palmer, general claim agent of the Rock Island:

At about 4.45 p. m., Sunday, May 13, 1917, at Midlothian, Ill., a station about twenty-three miles west of Chicago, our passenger train No. 202, engine No. 1041, running between fifty and sixty miles per hour, eastbound, on the eastbound main line track, towards Chicago, collided with a Studebaker seven-passenger automobile with a winter top, owned and driven by Guy A. Ferree.

Ferree was a salesman for the A. McIntosh Co., real estate dealers. At

the time of the accident he had with him in the car five people whom he had taken to some of the McIntosh properties near Midlothian, to sell them land. There was also accompanying him in the automobile at the time a Miss Josephine Tobin.

The six occupants of the machine who were killed died almost instantly. Ferree, the driver of the car, survived and was soon convalescent.

The crossing is in good condition. There are two main tracks across the street, together with a side track; the Midlothian depot is also located at the crossing. At a distance of between eighty and one hundred feet to the west of the main line tracks are two other sidings. The view from the road toward the direction from which the train approached is clear and unobstructed, and a train would be in full view when within half or three-quarters of a mile of the crossing at any time when the automobile would be within several hundred feet of our tracks. The public highway had been closed on account of repair work in progress, but it had been opened up as far as our tracks.

An inquest was held by Deputy Coroner Deitrick of Cook County, at Blue Island, Ill., on June 23 and June 29, 1917. Ferree, the driver of the machine, being absent from the inquest on the former date. After hearing the testimony taken, the jury was taken to the scene of the accident, and viewed the crossing and surroundings. After deliberating, the coroner's jury returned a verdict stating that from the evidence it found the driver of the machine, Guy A. Ferree, guilty of carelessness which amounted to criminal negligence and manslaughter, and bound Ferree over to the grand jury with the recommendation that he be not released without due process of law.

The driver of this machine, Guy A. Ferree, testified, as did witnesses to the accident, that he did not stop—that he did look, but did not see anything. He says his speed was three to four miles per hour, and states that he did not see the train at all and did not know what had happened until he was informed in the hospital that a train had struck his automobile.

There was another public highway about half a mile from the crossing on which the accident occurred, which had to be crossed by the train before reaching the point of the accident, and one or more of the outside witnesses testified that they heard the whistle of the train even before they could see the train itself.

This is the first case that has come to my notice where action of this sort has been taken by the public authorities, and I believe that this action is highly commendable and will go a long way toward preventing such automobile accidents.

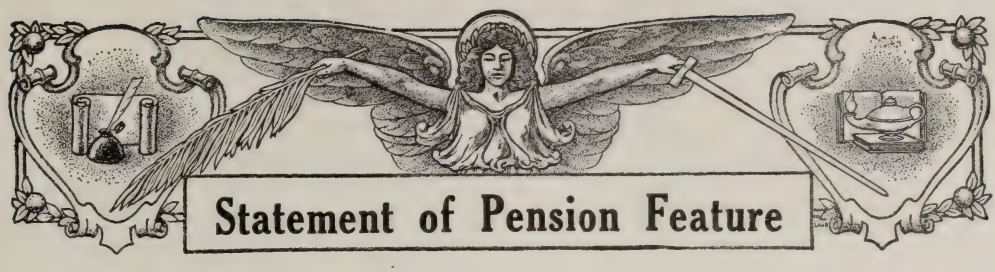
Had the driver of this machine STOPPED and LOOKED at any point within eighty or a hundred feet of where the automobile was struck, it is my judgment that this accident would never have occurred.

They that will not be counseled cannot be helped. Unless you heed the counsels of Safety you may be injured.

If you will not hear Reason, she will surely rap your knuckles. Heed the reasoning of Safety and avoid accidents.

Life is real, life is earnest, and the grave is not its goal. There is so much to live for that it pays to be careful.

The experience of others is your best guide. Safety Rules will guide you away from accidents.—*Henry Bergstrom, Member Chicago Divisional Safety First Committee.*



Statement of Pension Feature

Employes who have been honorably retired during the month of September, 1917, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Baguley, Charles	B. M. Helper	M. P	Newark	45
Besse, John J	Crossing Watchman	C. T	Newark	51
Cramer, Warren P	Car Inspector	M. P	New Castle	33
Killen, John J	Wreckman	M. P	Baltimore	30
Liebe, John J	Laborer	Stores	Ohio	16
Morris, Thomas L	Tug Captain	C. T	New York	28
Murnan, James W	Hostler	M. P	Shenandoah	42
Weaver, David J	Foreman	M. of W	Philadelphia	31
Wheat, Charles J	Switchman	C. T	Baltimore	29
Younkin, Messmore	Switchman	C. T	Connellsville	35

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1916, over $296,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,161,428.50.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Anderson, Edward H	Engineman	C. T	Cumberland	Aug. 29, 1917	45
Woodward, Daniel	Blacksmith	M. P	Chicago	Aug. 30, 1917	38
Burns, James J	Switchtender	C. T	Indiana	Aug. 30, 1917	33
Cuddigan, Thomas	Flagman	C. T	C. T. R. R. Co.	Sept. 3, 1917	10
Dickens, John H	Car Cleaner	M. P	Baltimore	Sept. 6, 1917	35
Brown, W. T	Carpenter Foreman	M. of W.	Monongah	Sept. 13, 1917	39
Edwards, John S	Conductor	C. T	Cleveland	Sept. 16, 1917	22
Guiher, Wm	Pumper	C. T	Newark	Sept. 23, 1917	30
Shuck, George E	Shop Painter	M. P	Newark	Sept. 23, 1917	44

J. R. Kearney

Assistant to Vice-President

J. R. KEARNEY, on October 1, was promoted to the office of assistant to vice-president, with headquarters at Baltimore. Mr. Kearney was advanced from general superintendent of transportation, which office he has held since July 1, 1914. His railroad service has been varied and extensive in the various branches of operation.



J. R. KEARNEY

He was born March 29, 1859, and after attending school at Altoona, Pa., entered railway service in 1876 as a clerk in the car record office of the Pennsylvania Railroad, at Altoona. From March 1, 1880, to May 1, 1881, he was employed in the car record office of the Illinois Central Railroad, and from May to November, 1881, was car accountant of the Illinois Midland Railroad. Returning to the car record office of the Illinois Central he remained until May 10, 1882, and from that date until May 1, 1889, he was successively clerk and chief clerk of the car record office of the St. Paul, Minneapolis and Manitoba, and the Great Northern Railways, at St. Paul. Mr. Kearney resigned from the western road to enter Baltimore and Ohio services as superintendent of car service, which position he filled until he was advanced to superintendent of transportation September 20, 1910.

H. B. Voorhees

General Superintendent of Transportation



H. B. VOORHEES

H. B. VOORHEES, general superintendent of the Northwest District at Cincinnati, has been advanced to general superintendent of transportation, succeeding J. R. Kearney. The appointment was effective October 1.

Mr. Voorhees was born January 22, 1876, and was graduated as a civil engineer from the Rensselear Polytechnic Institute at Troy, N.Y., in 1896. He entered railway service that year as assistant supervisor of the Philadelphia and Reading Railway, at Tamaqua, Pa., and on March 1, 1898, became supervisor. August 1, 1898, he was promoted to assistant trainmaster and October 1, 1900, was advanced to trainmaster.

Mr. Voorhees entered Baltimore and Ohio service on December 1, 1901, as assistant engineer at Pittsburgh and on August 1, 1902, was promoted to division engineer at Baltimore. He became assistant to general superintendent in September, 1903. He next became superintendent and general agent of the Philadelphia Division, at Philadelphia, on February 1, 1905, filling this position until May 1, 1910, when he was appointed assistant to president. On May 1, 1912, he was appointed general superintendent of the Baltimore and Ohio Southwestern and Cincinnati, Hamilton and Dayton lines, which position he filled until he was appointed general superintendent of the Northwest District.



CHANGES AND PROMOTIONS

C. W. Galloway, General Manager of Western Lines, Announces Number of Promotions

WITH the appointment of H. B. Voorhees to the office of general superintendent of transportation, a number of promotions were announced by C. W. Galloway, general manager of the Western Lines. All were effective October 1.

E. W. Scheer, general superintendent of the Southwest District, was promoted to general superintendent of the Northwest District, with headquarters at Cincinnati.

F. B. Mitchell, superintendent of the Toledo Division, Dayton, Ohio, was advanced to general superintendent of the Southwest District, succeeding Mr. Scheer.

Ross B. Mann, superintendent of the Indiana Division, Seymour, Indiana, was promoted to superintendent of the Toledo Division, with headquarters at Dayton, Ohio, succeeding Mr. Mitchell.

G. S. Cameron, assistant superintendent of the Ohio Division, Chillicothe, Ohio, was advanced to superintendent of the Indiana Division at Seymour, succeeding Mr. Mann.

R. W. Brown, trainmaster of the Toledo Division, was promoted to assistant superintendent of the Ohio Division, with headquarters at Chillicothe, succeeding Mr. Cameron.

C. A. Duvall Placed in Charge of Pass Bureau

C. A. DUVALL, of the operating vice-president's office, has been placed in charge of the Pass Bureau, succeeding W. C. Kinney, who, on October 1, was appointed chief clerk to the superintendent of the Baltimore Division, with headquarters at Camden Station.

Changes Among Supervisors of Locomotive Operation

F. HODAPP, road foreman of engines, Illinois Division, has been appointed supervisor of locomotive operation, Southwest District, with headquarters at Cincinnati.

B. F. Crolley has been relieved of jurisdiction over the Southwest District to assume position as supervisor of locomotive operation on the Northwest District, with headquarters at Cincinnati.

T. B. Burgess has been appointed supervisor of locomotive operation, West Virginia District, with headquarters at Wheeling, vice T. K. Faherty, transferred.

Columbia University Students Interested in "Safety First" Methods of The Baltimore and Ohio Railroad

STUDENTS at Columbia University, New York City, have become deeply interested in the safety and educational work of the Baltimore and Ohio Railroad for the prevention of accidents among employes as the result of an address delivered at that institution on October 19 by John T. Broderick, supervisor of special bureaus. The invitation for the address was extended by Dr. Nicholas Murray Butler, president of the university, through J. M. Davis, vice-president in charge of operation.

While the methods of attacking this problem are many and varied, Mr. Broderick confined his talk to the extensive use of motion pictures for advancing "safety work," as this method has been proved one of the most effective mediums for demonstrating safe and unsafe practices of railroad employes.

At the conclusion of his remarks, "The Rule of Reason," a new safety motion picture, was shown. The picture told its own story and, as Mr. Broderick stated, "we have found that it holds the attention of the audience much better than can be done by the average speaker and it is aiding us wonderfully in this important Safety First work."

Immediately following the safety picture W. E. Lowes, assistant general passenger agent, presented the patriotic motion picture entitled "When the Call Came," which was made under his direction shortly after this country declared war against Germany. Both pictures were well received and created much favorable comment. It was the first time on record that safety and educational work that is carried on by railroads was shown in this manner at Columbia.

Red Cross Car in Charge of Dr. Eric S. Green Visits Many Cities on Baltimore and Ohio System

MANY cities on the Baltimore and Ohio System have been visited by Dr. Eric S. Green, who is in charge of the American Red Cross car, No. 2, in his "first aid to the injured" campaign. In his report of September 11, Dr. Green said that the attendance and the interest manifested in the movement were most gratifying.

The start was made at the Locust Point shops on June 20 and two meetings were held. The attendance at these gatherings was estimated at 350 employes. A lecture was given the following day at the Curtis Bay shops, the attendance being 140 employes. A special meeting for the benefit of the first aid men of Mount Clare shops was held the same day, twenty members of the team attending. On June 22 a mass-meeting was held during the noon respite, and it is estimated that nearly 1,000 were present. John T. Broderick, supervisor of special bureaus, and E. R. Scoville lent their cooperation to the movement while the meetings were being held at the local shops.

The campaign was opened in the freight house at Washington, D. C., on June 25. James S. Murray, assistant to President Willard, and Mr. Broderick attended this meeting. About 150 employes were on hand. The following day Dr. Green addressed a large meeting at the Washington Terminal Company's shops.

Other cities which Dr. Green visited and at which he delivered his "first aid to the injured" addresses were: Brunswick, Md., Green Springs, Md., Cumberland, Md., Martinsburg, W. Va., Keyser, W. Va., Rockwood, Pa., Connellsville, Pa., Pittsburgh, Pa., Butler, Pa., New Castle, Pa., Youngstown, Ohio, Akron, Ohio, Cleveland, Ohio, Lorain, Ohio, Chicago, Ill., Garrett, Ind., Chicago Junction, Ohio, Toledo, Ohio, Lima, Ohio, Dayton, Ohio, Hamilton, Ohio, Cincinnati, Ohio, Chillicothe, Ohio, Hamden, Ohio, and Parkersburg, W. Va.

The total attendance at these meetings is put at 8,950, while the number of lectures delivered was fifty-one.

Dr. Green's general subjects were "Value and Extent of First Aid Methods," "Control of Severe Hemorrhage by use of Improvised Tourniquets," "Differentiation between Clean and Crushed Wounds in Regard to Hemorrhage and Treatment," "Treatment of Wounds in General," with explanation why hands, water, rags, tobacco, cobwebs and soot should not be used, "Demonstrating Asceptic Application of Bandages," "Special Reference to Treatment of Burns," "Simple Methods of Removing Foreign Bodies from the Eye," referring to the use of matches, tooth-picks, points of knives, wires and lead pencils, all of which are commonly used by the layman, "The General Care of an Injured Person Suffering from Shock;" "The Use of Improvised Splints and Methods of Carrying the Injured."

At cities where more than the average time could be devoted to the movement, treatment of fainting, sunstroke, heat exhaustion, methods of putting improvised stretchers into use and the restoring of respiration by artificial means were explained.

New Form of Mileage Tickets

THE Passenger Department of the Baltimore and Ohio Railroad placed on sale October 15 a new form of mileage ticket, the mileage coupons of which will not only be accepted for railroad fare, but will also be accepted at their face value of two and one-quarter (2¼) cents each, when offered in payment for meals in dining cars, excess baggage charges, storage charges on baggage, Western Union telegraph messages, and taxicab or baggage transfer service at Philadelphia, Baltimore, Washington and Pittsburgh. These tickets are restricted to the lines east of the Ohio River and west of Philadelphia.

The tickets are issued in books of one thousand (1,000) miles each and sell at $22.50. They are distinctive from all other forms of mileage tickets—that is to say, only the coupons in this particular form of book can be used for the additional services named. They will be accepted for passage of one or more persons, and in payment for the above named services to such persons, within one year from date of sale.

The conveniences of the new ticket are manifold. A traveler can be fortified against the usual incidental traveling expenses by having in his possession what is equivalent to a "letter of credit" in connection with the ticket upon which he is traveling.

Women, parties traveling together, and especially traveling men will find the ticket of especial convenience.

Charles A. Dibble

CHARLES A. DIBBLE, sixty-three years of age, succumbed to a protracted illness at his home in Milwaukee, August 25. Mr. Dibble was born in Rome, Wisconsin, in 1854, and was associated with the Baltimore and Ohio Railroad for thirty-six years. His services with the Company began July 1, 1881, as clerk in the Milwaukee Commercial Office. He held that position until 1888, when he was promoted to soliciting freight agent, Milwaukee. He was appointed traveling freight agent in 1898, serving in that capacity until his retirement on November 15, 1916.

Mr. Dibble's strong personality won many friends in shipping circles for the

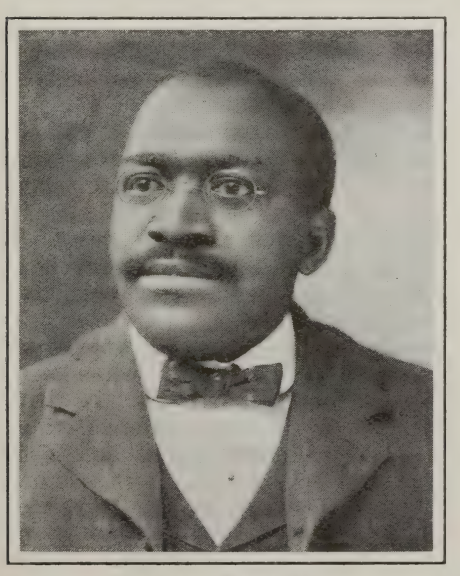
Baltimore and Ohio Railroad. His loss is keenly felt by his superior officers, fellow employes and many friends throughout the State of Wisconsin.

Mr. Dibble is survived by a widow and two sons, Charles C. Dibble, of Cleveland, and William J. Dibble, of Detroit, Mich.

Charles W. Wright

A TRAGIC end came to Charles W. Wright, who was cook on President Willard's official car, when he was run over at Union Station yards, Baltimore, on the morning of September 24. Death was instantaneous. Some time prior to the accident he was seen standing between the tracks at the point where his body was found. There were no witnesses to the tragedy and the details of his death are unknown.

Born in 1858 at Centerville, Md., he entered the service of the Baltimore and Ohio Railroad January 1, 1884, as head butler under President John W. Garrett. While serving in this capacity he learned many of the duties which he was called upon to perform later in life. In 1891 he was transferred to the chief engineer's office.



CHARLES W WRIGHT

He remained in the chief engineer's office until the spring of 1901, when for a short time he served on the official car of Mr. Daniel Willard, at that time assistant general manager of the Baltimore & Ohio Company. Upon request of Mr. Underwood, then general manager of the Baltimore & Ohio Company, he became cook on his car, and when Mr. Underwood left the service of the Baltimore & Ohio Company to become President of the Erie Railroad, Charles Wright went with him and remained with him for seven years. During that time he enjoyed Mr. Underwood's close friendship and complete confidence. In 1908 he returned to the Baltimore & Ohio service in order that he might be more with his family, and in 1910 became cook on President Willard's official car and served in that capacity until his death. President Willard's acquaintance with Charles Wright dated from the very beginning of his services with the Company as assistant general manager in 1901, and he was very fond of Charles, as he was commonly known, and was deeply shocked and grieved by his death.

That he was popular, not only among the employes of the System, but also with officials of this and other railroad companies is evidenced by the many expressions of regret received at President Willard's office. When President Underwood, of the Erie Railroad, learned of Wright's death he immediately wired his regret and inquired if he could help the family in any way. Vice-president Batchelder in a telegram to President Willard expressed his regret and characterized him as a "good citizen." Wright's interest in his duties never lagged, and his loyalty to the Company was an example to other employes.

He leaves a widow, Mary C. Wright, and four children, David W., Charles W. Jr., Edward T. and Florence E. Wright.

He was a member of the Metropolitan Methodist Episcopal Church of Baltimore, and at one time acted as one of its trustees and steward.



Baltimore and Ohio Employes Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Smashing a Poet's Idol

AUTUMN the sad season of the year? Autumn melancholy? Autumn dreary, dull, depressing, dun, dour, dumpish, dismal, doleful, dank, and deathlike? Is it? That is what some folks think or have gradually, year after year, inveigled themselves into thinking. The poets—spokesmen for beauty though they be—are not quite guiltless in this matter. They *must* have one season for melancholy: they need it for dramatic contrast. They demand that one of the four seasons shall serve as a conduit for their pent-up poetic tears. Obviously it can't be spring, summer, or winter, so poor old Autumn is picked to be pilloried before the world as grief-inspiring. In this capacity she is called hard—but often beautiful—names. Though this isn't so true of the biggest poets. While Thomas Hood is speaking of autumn's "face of care," and calling her a "cloudy prison for the soul," the mightier Keats is finding her music as sweet as spring's. Far from being dismal, good old William Barnes—he of the homely, close-to-the-soil verse—finds her jolly:

'Tis merry when the brawny men
Da come to reap it down, O,
Wher glossy red the poppy head
'S among the sta'ks so brown, O;
'Tis merry while the wheat's in hile
Ar when, by hill ar holler,
The leazers thick da stoop to pick
The ears so ripe an' yoller.

Gloomy?—when the earth comes to its hour of full fruition and turns the traditional cornucopia upside down before man; when the foliage tries to achieve an all-day sunset with its madcap fireworks, and when the wind whoops with joy upon the October hilltop. Nature's "face of care," indeed! If this be a "cloudy prison for the soul," then by all means let the soul be vouchsafed three months of such captivity each year, so long as this earth continues to spin through space.

□

The Thing to Do

THERE are always opportunities. Every emergency—every crisis—brings them to the fore. Situations may arise requiring quick readjustment to new conditions; but the new conditions will necessarily provide new opportunities for the alert. Whatever may be the problems of the community or state or nation, the fact remains that the problems of the individual belong to him and impose upon him the obligation of making a manly and determined effort to solve them. The duty resting upon us to help one another by no means cancels our responsibility to make the most of ourselves.

So long as health remains, we can confess ourselves helpless only by confessing ourselves cowardly. There are always things we can do or learn to do. The demands upon us may be great. To meet them may render necessary a remolding of our lives. Very well, then; we must remold them.

He must be more than a prophet who can foretell what conditions will confront us a year from now. It may be that a vastly widened market for our products will quicken industry and stimulate production; it may be that the economic policy of other nations will curtail our markets, diminish the volume of our exports, and force us to meet a trying situation. In either case there will be

new and striking opportunites for minds trained to deal with problems. Regardless of what we believe the future has in store, the obvious thing for each of us to do is get ready.

Not one of us can afford to take the ground that circumstances are or can be master. We cannot, perhaps, shape conditions—but we can shape ourselves to meet them. This is no time for idle depression or discouragement. Courageously let us accept what is. Resolutely let us prepare for what is to come.—*Ambition.*

□

Transportation Service Cost

R. J. CLANCEY, assistant to the general manager of the Southern Pacific at San Francisco, recently issued a statement illustrating the inexpensiveness of transportation service. It costs more, he said, to send a letter through the mails from New York to San Francisco than to ship a $5.00 hat the same distance by freight. Shoes are loaded into a car and hauled 3,000 miles to the Pacific Coast for one-third the cost of a shave. A pound of live beef from Nevada is hauled more than 300 miles to San Francisco over a mountain range a mile and one-half high for about a third of a cent. A fifteen per cent. increase in freight rates applied to the shipment of a $35.00 suit of clothes, a $5.00 hat, an $8.00 pair of shoes, thirty dozen eggs and seven pounds of live beef, from New York, Petaluma, Cal., and Wabuska, Nev., respectively, to San Francisco would amount to less than five cents.—*Railway Age Gazette.*

□

The Liberty Loan Must Succeed

HOW vital to the success of our country in this war, how absolutely necessary to the success and the safety and the well-being of our soldiers and sailors who are offering their lives to their country is the success of the Liberty Loan is well expressed in the following extracts from the speech of Secretary of the Treasury McAdoo made before the American Bankers' Association at Atlantic City:

"It is upon the Treasury of the United States that every demand in time of war focuses, because everything goes back to the gold pile.

"Every dollar that is paid to a soldier, every pair of shoes he puts on his feet, every piece of clothing he wears, every gun he carries, every cartridge he fires, every 18-inch shell that is hurled from the monster guns of our battleships, and every shovelful of coal that is consumed in their boilers—everything that touches this war and involves a Government expenditure—depends upon the money in the United States Treasury. * * *

"The problem of the American Treasury is the problem of the American people; it is the problem of keeping the Treasury supplied with the means to carry forward the great business of the Nation under the direction of the Commander in Chief of the Army and Navy of the United States, your President, whose glorious stand for America's honor and America's rights, justice, civilization, and democracy have made him one of the greatest of the world's outstanding figures.

"The problem is twofold: To supply essential credits to the allied Governments, because it is vital to our cause that their strength and credit shall be sustained; and, secondly, to meet our own requirements."

□□

Conscription

By Blanche Shoemaker Wagstaff
of The Vigilantes

You ask me why I gave my son? . . .
(Ah well, does God know why!)
That Prussian blood may swiftly run,
That tyranny may die,—
That over earth all men may go
At freedom's call, and none may know
The Vandal's power in our land,
The Vandal's arrogant command!

You ask me why I gave my son?
(Ah well, does God know why!)
I gave him that the barbarous Hun
Might well defeated lie.
I gave him that the coming race
Might meet with Justice face to face.
And free-men mingle over earth
In Liberty's divine re-birth.

Home Dressmaker's Corner

Official Uniform Designed for the Use of American Women Helping the Food Conservation Plans

Courtesy "Pictorial Review"

BY her uniform shall ye know her, and this is particularly true of the woman who is helping the Government in its campaign to conserve the food supply of the country. The uniform pictured here was designed especially for the signers of the Food Commission's Conservation pledge. It may be worn as a dress or an overall apron. The dress has a double front, so that when one panel becomes soiled, the other can be placed outside. A belt is joined to the front panels, one end to be slipped through as a sash and buttoned at the back. The costume is easy to launder as it opens out like a coat and only tubbable materials are used for its development, such as chambray, gingham, percale, etc.

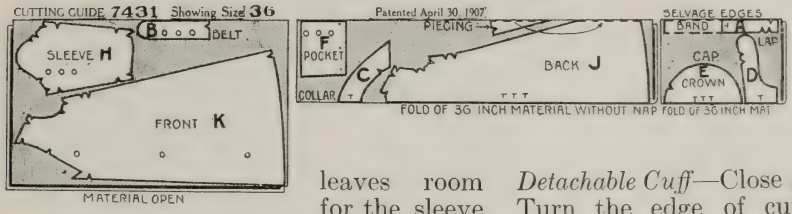
Detachable cuffs finish the long one-piece sleeves, which may be shortened, if desired, while the pockets are sufficiently roomy to accommodate gloves, dusting cloths, etc. Made of blue chambray with collar and cuffs of white lawn and insignia of red, the uniform is very becoming. Medium size requires 5½ yards 36-inch material, with ⅞ yard extra material 27 inches wide for the cap and ⅝ yard 36-inch lawn for the collar and cuffs.

The insignia used on the cap is an embroidered shield bearing Stars and Stripes and surrounded by heads of wheat. This is intended to be a constant reminder of the patriotic duty of food conservation. The heads of wheat represent all food, while emphasizing the particular necessity for saving wheat.



FOOD CONSERVATION UNIFORM

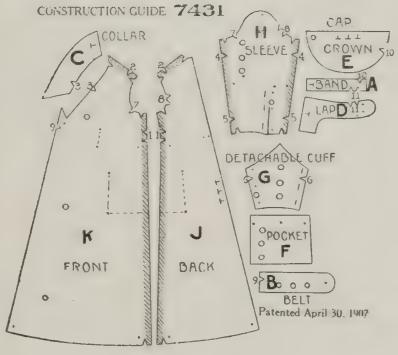
The home dressmaker wishing to duplicate the uniform, should have a table or other smooth surface upon which to lay the cloth before cutting. Then study the guide carefully. Two open widths of material, with right sides facing, about two inches longer than the pattern of the front section of the uniform are first laid on the cutting table. Then place section "K" of the pattern on the material, with large "O" perforations on a lengthwise thread. The goring of the side



leaves room for the sleeve and belt, which are also laid on the goods with large "O" perforations resting on a lengthwise thread of the chambray.

Now, fold the remaining material and on the lengthwise fold place the collar, with the back to the right of it. Placing these pieces of the pattern along the lengthwise fold does away with seams in the construction of the uniform. At the upper left hand corner, next to the collar, will be found space for the large pocket. The piecing for the side is cut from the material opposite the back.

The cap is also cut from material that is folded in half, the crown and lap being laid along the lengthwise fold and the band along the selvage edge.



The construction guide shows just how the sections are joined. First, close under-arm and shoulder seams as notched. Turn hem at front edge of front on small "o" perforations and stitch one inch from folded edge. Slash front between indicating small "o" perforations to slip belt through and bind the slashed edges. Turn hem at lower edge on small "o" perforations. Lap the right front of dress on left, or lap the left front on right, center-fronts even. Large "O" perforations indicate center-front.

Then continue making of other parts of uniform as follows:

Collar—Face and sew to neck edge, notches and center-backs even.

Pocket—Large "O" perforations indicate front of pocket. Turn upper edge under on small "o" perforations. Adjust to position on front and back, with outer edges between indicating small "o" perforations.

Sleeve with Detachable Cuff—Close sleeve as notched. Turn the edge of cuff under on slot perforations, lap to small "o" perforations with notches and edges underneath even, stitch to position, from upper edge to single large "O" perforation and finish for closing. Work buttonholes near upper edge of cuff and adjust cuff to position on sleeve, with upper edge along crossline of single small "o" perforations in sleeve. Sew buttons on sleeve to correspond with buttonholes.

Belt—Line and adjust to position underneath front with notch near upper edge of belt at corresponding notch in front of dress and with edges underneath even. Slip through the slash on right or left side and close belt in back; small "o" perforation indicates center-back of belt.

Cap—Single large "O" perforation indicates front of crown; gather entire outside edge. Close back seam of band, face and sew to gathered edge of crown with notches and center-fronts even. Face lap and slash one end between the small "o" perforations in back to slip the remaining end through and bind the slashed edges. Sew lap to band with notches and center-fronts even; roll lap as illustrated.

Official Conservation Costume No. 7431. Sizes, 34 to 48 inches bust. Price, 10 cents.

Pictorial Review patterns on sale by local dealers.

No. 7240—Misses' Costume (20 cents). Four sizes, 14 to 20 years. Width at lower edge of skirt about 2⅛ yards. Size 16 requires 4⅝ yards 36-inch material. Without lining and closing in front; has open neck with large square collar; long one-piece sleeves perforated for shorter length with turnback cuffs. Attached three-piece gathered skirt, with high waistline, may be made with or without the pockets.



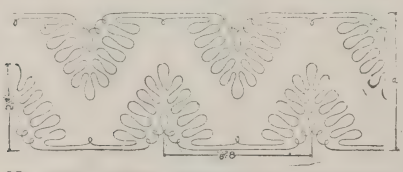
The Needleworker's Corner

Smart Braidings and Embroideries for Autumn

By Kathryn Mutterer

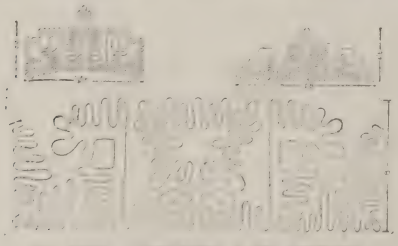
Courtesy "Pictorial Review"

APPLIED trimmings are unusually beautiful in both line and design this season, and the variety is limitless. Two of the newest braidings are shown here and a collection of motifs for embroidery or beading.



No. 12376. NEW DESIGN FOR BRAIDING

Braiding is one of the easiest forms of dress ornamentation and anyone can make it. It consists chiefly of following the pattern. The first design is eight inches wide, or one-half of the border may be used, making it about 5¼ inches high.



No. 12371. BORDER AND MOTIFS FOR BRAIDING

About 22 yards of soutache are required for the trimming. If done by hand, the braid should be sewed in place with small running stitches taken through the center of the braid, with an occasional back stitch. Or the braid may be whipped down along one edge, to make it stand out. It is not necessary to baste the braid in place, but the needlewoman must be cautious not to draw it too tightly in rounding curves, and turning corners, neither must it be left so loose that the braid lies in loops.

If developed in beads, only the outlines of the design should be covered.



No. 12193. MOTIFS FOR BELTS, GIRDLES, ETC.

The thread and needle are brought up through the material, a bead placed on the needle and a back-stitch taken through the line. Each bead may be sewed on in this way, or the beads may be strung on a strong thread and the string couched down with stitches taken between beads.

The second braiding design consists of an 8-inch border, although it may be executed in beadwork or embroidery. The motifs are ideal for the decoration of yokes, pockets, girdles, etc., as well as skirts and coats. A motif 8½ inches wide requires 3¾ yards of braid. One yard of 8-inch border requires 18 inches of braid.

The beautiful embroidery designs illustrated may be done in solid satin stitch, and there is a handsome collection. There are motifs for belts, pockets, waist fronts, cuffs, corners, buttons of two sizes, yokes, and, in fact, any part of a garment for any occasion. They may be done all in one color or in a variety of colors, silk or wool being used for the embroidery. With or without padding the work is equally effective, as much depends upon the kind of material to which the trimming is applied.



SKETCH No. 1

No. 12376—Braiding Design, Transfer pattern, blue or yellow, of 3½ yards of border, price 20 cents.

No. 12371—Braiding Design. Transfer, blue or yellow, of two styles of motifs, five duplicates of each, and 3½ yards 8-inch border. Price, 25 cents.



SKETCH No. 2

No. 12193—Transfer pattern of motifs, yellow or blue, price 15 cents.

Pictorial Review patterns on sale by local agents.

Sketch No. 1

No. 7428. Juniors' One-Piece Dress (15 cents). Three sizes, 13 to 17 years. Size 15 requires 4¾ yards 36-inch material, 6½ yards braid to trim. Without lining.



SKETCH No. 3

Sketch No. 2

No. 7405. Men's and Youths' Coat Shirt (20 cents). Ten sizes, 32 to 50 breast, corresponding with 13½ to 18 neck. Size 36 requires 3¼ yards 36-inch material. Shirt has turn-down collar and collarband; closed high at the neck or rolled open. The back of shirt is laid in small plaits and attached to square yoke. Regulation shirt sleeves slightly gathered to wristbands.

Sketch No. 3

No. 7407. Ladies' High-Waisted Dress (25 cents). Six sizes, 34 to 44 bust. Width at lower edge of skirt with plaits drawn out, about 3 yards. Size 36 requires 7¼ yards 36-inch material, ½ yard 36-inch contrasting material for round collar, ⅝ yard contrasting material 27 or more inches wide for chemisette and collar. Attached one-piece plaited skirt (fitted loosely at top) has straight lower edge and closes to left of center-front under plait.

No. 12193. Transfer pattern in blue or yellow, containing 41 motifs, 15 cents.



SPECIAL MERIT ROLL

Staten Island Division

On August 19 Mrs. Garrett, ticket agent at West New Brighton station, discovered a fence near the station on fire, which endangered the Company's property. She carried several buckets of water, and succeeded in extinguishing the fire without assistance before it did any damage. Credit entry has been made on her service record.

Engineer G. Ford, who has been in our employ twenty-four years as locomotive fireman and engineer, was called to the superintendent's office and his record reviewed. He was commended for his long years of service and good record. During his twenty-four years he has acquired seven credit marks against no discredits. He is an engineer who is always on the alert; always ready to do anything that will be of service to the Company. We hope Mr. Ford will see twenty-four more years of service and that he will keep up his good record.

Philadelphia Division

While inspecting train of extra east engine 4064 at Poplar, September 9, conductor J. H. Gerber found a defective condition of equipment on a car and set car off on eastward passing siding.

Baltimore Division

On August 9, in observing train passing west end Union Dam Tunnel, a trackman, Arthur Bloom, Section 43, noticed a defective condition of equipment on a car. He immediately notified the operator at Hollofield by telephone, and the train was stopped at Grays and the car set off. He has been commended for his close observation.

Cumberland Division

On September 17 track walker J. E. Willingham discovered defective track condition on eastward high speed track near Shenandoah

Special Service Rendered by Cumberland Division Operators

Date	Name	Irregularity	Date	Name	Irregularity
June 2	J. L. Schroder	Equipment.	June 29	H. M. Comp	Track.
June 4	C. R. French	Equipment.	July 4	S. E. Schroder	Equipment.
June 5	V. D. Twigg	Equipment.	July 6	J. L. Schroder	Equipment.
June 6	E. H. Gross	Equipment.	July 8	J. L. Schroder	Equipment.
June 9	E. H. Gross	Equipment.	July 10	H. M. Comp	Track.
June 12	J. L. Schroder	Equipment.	July 11	S. E. Schroder	Equipment.
June 10	J. L. Schroder	Equipment.	July 12	J. C. Snyder	Equipment.
June 18	J. L. Schroder	Equipment.	July 12	O. J. Rash	Equipment.
June 20	S. E. Schroder	Equipment.	July 12	S. E. Schroder	Equipment.
June 20	E. H. Gross	Equipment.	July 14	C. R. French	Equipment.
June 21	B. A. McCullough	Equipment.	July 16	B. A. McCullough	Equipment.
June 21	J. L. Schroder	Equipment.	July 17	J. L. Schroder	Equipment.
June 21	J. L. Schroder	Equipment.	July 17	B. A. McCullough	Equipment.
June 21	E. O. Fouch	Fire.	July 17	B. Moser	Equipment.
June 22	E. O. Fouch	Equipment.	July 22	E. A. Shaffer	Equipment.
June 24	B. A. McCullough	Equipment.	August 18	J. L. Schroder	Equipment.
June 27	E. H. Gross	Equipment.	August 29	J. L. Schroder	Equipment.
June 28	B. Moser	Equipment.	September 2	S. E. Schroder	Equipment.
June 28	Q. Hobbs	Equipment.	September 2	S. E. Schroder	Equipment.
June 29	H. R. Hood	Equipment.	September 18	G. A. Biggs	Equipment.

Junction. He promptly protected same by flag and made temporary repairs and called trackmen to remedy the condition.

Monongah Division

Harry M. Baker, chief rate clerk in the division freight office, while crossing the West Side Railroad bridge on the morning of September 3, enroute to work, discovered a defective condition of track equipment.

Wheeling Division

On August 20 brakeman K. A. Trouten discovered a defective condition of equipment on a car in train of extra west, engine 3283. This was reported to conductor Adrian and car was set out of train. A notation of commendation has been placed on the record of brakeman Trouten.

On the morning of August 23 D. R. Hawkins, third trick operator at CY Tower on his way home from work discovered a defective track condition west of CY Tower on main track. He immediately reported same to dispatcher and also notified trackmen at Colfax. For his prompt attention to this matter a commendation entry has been made on his record.

Engineer N. W. Gould and fireman L. L. Elliott have been commended for extinguishing fire which they discovered on bridge in the vicinity of Twin Tunnel, east of Hartzel, July 24.

On the morning of August 5 yard conductor W. E. Kildon and brakeman F. Kirby observed a piece of heavy planking suspended from tipple of the Hitchman Coal Company above our main track at Benwood, which they removed.

Ohio River Division

On Sunday evening, August 19, while going to the O. R. with train at 5.12 p. m. engine 2214 was derailed and the head engine dragged her along on the ground. In order to keep the engine from being turned over, brakeman S. B. Weekly went in between the cars and cut the air hose and in so doing avoided further damage to the engine and track.

Cleveland Division

Brakeman W. C. Kleinhans, on Newburg run, on the morning of July 13 discovered a defective switch condition. He stopped his train with the air in rear and remedied trouble. He has been commended.

Operator F. I. Hiller, Freeport, on August 31 observed defective equipment condition on car in train of third No. 85, engine 4177, and called conductor's attention to same. He has been commended.

Conductor J. C. Shields, Dover District, engine 586, on September 11, observed defective condition of equipment on car in train of extra 4278 east. He notified crew, train was stopped and car set out. He has been commended.

Conductor W. E. Butts has been commended for finding defective rail condition while inspecting his train on westward siding at Freeport, Ohio, September 1.

Operator G. G. Tope has been commended for noticing defective equipment on car in train which was passing his station, August 9.

On August 27 conductor E. G. Manson on extra west 4202, after passing over bridge 328 east of Elyria, noticed bridge on fire. He went back and extinguished flames. He has been commended.

On August 25 operator J. L. Rogers, New Philadelphia, Ohio, observed defective condition of equipment on car in train of sixth No. 81, and promptly notified crew. Car was set out. He has been commended for his watchfulness.

On August 14 conductor R. A. Peltier, on extra 4194, pulling out of Lester, noticed defective condition of equipment on a car and had it set out. He has been commended.

Connellsville Division

On September 15 section foreman O. Lattanzi, of Hooversville, Pa., observed defective equipment on car of extra 2575 east, and promptly notified telegraph operator at Hooversville. Train was stopped and car was set off.

On September 15 conductor W. Christner, in charge of work extra on Boswell Branch, discovered defective rail in Summit passing siding. He immediately informed supervisor Dwire at Somerset and rail was repaired.

Chicago Division

On August 30 John H. Whiteman, employed as track foreman at LaPaz Junction, discovered a defective condition of equipment on car in freight train which was moving eastward at a high rate of speed. By his personal effort he got word to the conductor in charge of the train and had it stopped. For his close observance in this respect he has been commended by the superintendent. Mr. Whiteman has been in the service for the past ten years and has always been a loyal employe.



J. H. WHITEMAN

South Chicago

On September 21 as freight train known as the "City Run" was passing Ninetieth Street station, Edward Murphy, chief clerk in trainmaster Huggins' office, noticed defective condition of one of the box cars. By prompt action he reached the top of the train, signaled the crew and brought the train to a stop.

Indiana Division

On September 26, while extra 2133-2511, coupled west, was pulling past Georgia station, agent R. C. Moore noticed a defective condition of equipment on a car near middle of train. He immediately secured red flag, stopped train and notified conductor M. Fox and brakeman. In view of the vigilance of Mr. Moore an appropriate entry for his service record has been made.

Toledo Division

On August 19 engineer A. J. Ditchey, in charge of engine 4091, train second No. 90, fireman having been taken suddenly ill, fired engine successfully from Troy to Botkins, where another fireman was secured. For his personal efforts in this case of emergency he has been commended by the superintendent.

The Man Who Knows

THERE are two kinds of men—the men who know, and the men who guess. The "know" habit is the only sure ladder by which you can climb to success. The guessing habit is worse than the hookworm.

The man who knows inspires confidence. The man who guesses doesn't inspire much of anything. The positive man is always a step ahead of where he was a moment before. The uncertain man stands upon an insecure footing and cannot progress very far in any direction.

Ask two men the same question, for instance: "How many feet are in a mile?" One man says: "Five thousand two hundred and eighty." The other one says: "Why somewhere around five thousand, I guess." Or the first man says, "I don't know." The second man says: "Well, let me see—there must be about——why ——" et cetera.

How are you impressed by these answers? The first man either knew or did not know, and if he didn't he made no bones about admitting it. The second man guessed and hesitated, and you left him with a feeling of impatience and perhaps disgust.

The man who wins out in these days of hustle and snap judgment must KNOW, or not be afraid to admit that he doesn't. You cannot win success without knowledge. Be decisive! Be positive! Be alert! Know!—*Fred C. Thurston*



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

Our friend James B. Zimmerman has deserted the bachelors' circle. The bride was Miss Myrtle Klotz and the ceremony was performed at Wilmington, Del. The newly-weds received the best wishes of Mr. Zimmerman's fellow-clerks in the form of a leather rocker.

One of our former clerks, Leo. C. Lloyd, paid us a visit while in Baltimore, awaiting military orders. Mr. Lloyd received his education at the St. John's College, Annapolis, Md., and was a member of the Fifth Regiment, M. N. G., until commissioned as lieutenant in the United States Regular Army. His last assignment was Fort Bliss, Texas, whence he was ordered east.

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPERT

On September 8 this office moved from the eleventh floor of the Baltimore and Ohio building to the twentieth floor of the new Lexington Street building. The usual moving troubles were experienced.

Two new telephones were added to the office equipment—No. 136 in the Tidewater Bureau, W. W. Mills, head clerk and No. 176 in the Settlement Bureau, F. S. Milnor, head clerk.

Stores Department

Effective September 17 W. E. Steen was appointed district storekeeper, with jurisdiction over the Southwest District.

H. Shoemaker, district storekeeper, will have jurisdiction over the Northwest District and Chicago Terminals.

The following appointments became effective September 16:

W. M. Hinkey, storekeeper, Washington, Ind., vice W. E. Steen, promoted.

E. A. Workman, storekeeper, Keyser, W. Va., vice W. M. Hinkey, promoted.

Effective October 1 W. R. Persons was appointed assistant storekeeper at Holloway, vice F. M. Brown, furloughed account military duty.

Effective September 16 F. W. Adams was appointed assistant storekeeper at Allegheny, Pa., vice V. K. Watson, resigned.

Effective October 1 R. P. Reed was appointed storekeeper at Connellsville, Pa., vice F. W. Gettle, transferred.

New York Terminal

Correspondent, FRED B. KOHLER, *Clerk*

Pier 22

Divisional Safety Committee

W. B. BIGGS.....Chairman, Assistant Terminal Agent
A. L. MICHELSON.....Terminal Cashier
J. J. BAYER.....Freight Agent, Pier 22, N. R.
J. T GORMAN.....Freight Agent, Pier 21, E. R.
T. KAVANAUGH.....Freight Agent, 26th Street
T. F. GORMAN.....Freight Agent, Pier 7, N. R.
M. F. STEINBERGER....Freight Agent, St. George Lighterage
C. E. FLOOM.....Freight Agent, St. George Transfer
E. J. KEHOE.....Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

PERMANENT

E. A. ENGLISH.....Marine Supervisor, Chairman
E. J. KELLY.....Assistant Marine Supervisor, Vice-Chairman
E. SALISBURY.....Lighterage Supervisor

ROTATING MEMBERS (appointed for three months)

C. H. KEARNEY	Tugboat Captain
W. CORNELL	Tugboat Engineer
W. MEADE	Tugboat Fireman
M. Y. GROFF	Lighterage Runner
E. SODEBERG	Barge Captain
OTTO OLSEN	Gas Hoist Captain
H. PETERSON	Steam Hoist Captain
J. HALL	Steam Hoist Engineer
WALTER KELLY	Deckhand

On September 18 a very pleasant and instructive trip was enjoyed by the department bureau heads at Pier 22 and also the various freight agents of the New York Terminal piers.

A trip was made from St. George to Cranford Junction, at which point the method of handling interchange with connecting lines and yard facilities as to the handling of east and westbound cars were explained.

On the return inspection was made of the new heating plant at Arlington, adjoining the Procter & Gamble plant, and also the site on which the new McMyler machines are being erected.

The party was then taken through Arlington yard, where the facilities for storing cars for export lighterage were shown to all, also method of switching cars on orders received from either the lighterage docks or New York piers.

A stop on the return was made at the club house used in connection with the welfare work of the Company by the employes of the Staten Island Rapid Transit Railway Company and the Baltimore and Ohio.

The trip ended at St. George yard, where the method of handling coal cars by the McMyler machine, the unloading of eastbound freight to boats and the handling of in and outbound cars on floatbridges was explained.

A special car was furnished for this trip by superintendent H. R. Hanlin. The following guests accompanied the party:

S. A. Allen, general freight agent; B. J. Bevens, division freight agent; F. L. Bausmith, auditor S. I. R. T. R'y; E. J. Hamner, terminal agent; H. W. Ordeman, division engineer; E. E. McKinley, trainmaster, and E. Morton, manager Twenty-sixth Street stores.

The boys of the Terminal are glad to hear that F. W. Nelson, cashier, who has been seriously ill for several months, is on the road to recovery.

In line with freight claim prevention work all errors in carding cars to New York Terminal is brought to the attention of operating officials for corrective purposes by E. J. Hamner, terminal agent. Photographs are also being taken of all cars arriving at the piers badly stowed. The accompanying photograph shows the manner in which some cars are received at the Terminal.

H. O. Duffy, chief clerk at Pier 22, was presented with a baby girl on August 25. He has been all smiles ever since.

Furloughs on account of military service are drawing heavily on our organization, depleting the ranks of the masculines. A number of young lady "students" have been introduced, and are busy mastering the mysteries of indexing, filing, billing, and allied C. T. occupations.

Of course, we are all proud of being represented in the National Army by the boys. We have sent them away with smiles, with secret regrets, and with envy. We have a right to feel proud; but theirs is the glory.

Staten Island Rapid Transit Railway Company

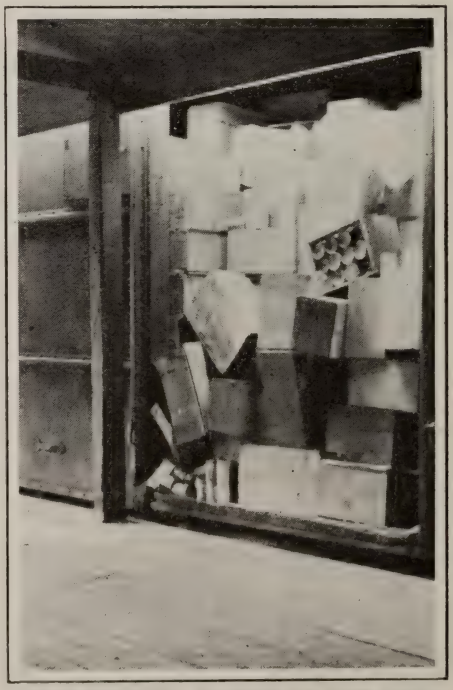
Correspondent, S. A. TURVEY, *Trainmaster's Clerk*, St. George

Divisional Safety Committee

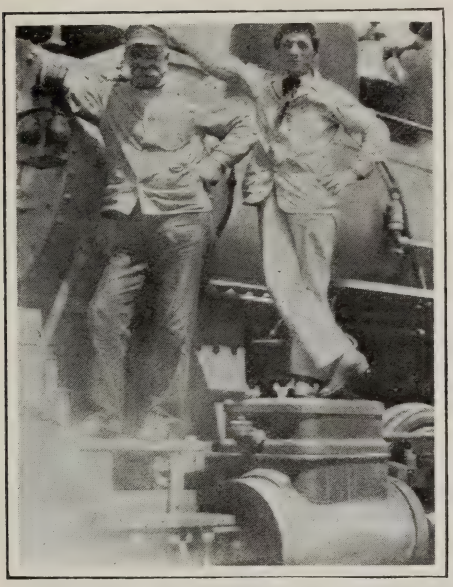
H. R. HANLIN	Chairman, Superintendent
B. F. KELLY	Vice-Chairman, Trainmaster
S. A. TURVEY	Secretary, Trainmaster's Clerk
H. W. ORDEMAN	Division Engineer
W. A. DEEMS	Master Mechanic
W. L. DRYDEN	Signal Supervisor
R. F. FARLOW	Master Carpenter
DR. F. DE REVERE	Medical Examiner
A. J. CONLEY	Road Foreman of Engines
J. D. GIBB	Trainmaster
J. F. MCGOWAN	Division Operator
E. R. DECHER	Division Agent
W. J. KENNEY	Attorney
C. A. WILSON	Supervisor Crossing Watchmen

ROTATING MEMBERS

W. NEIDERHAUSER	Towerman, Tower B
J. B. GEROW	Freight Conductor
GUY FETZER	Painter
W. SMITH	Locomotive Engineer
J. NAPLES	Locomotive Fireman
W. A. MARSHALL	Clerk to Agent, Tompkinsville
G. J. GOOLIC	Inspector



BAD LOADING—FATHER OF LOSS AND DAMAGE CLAIMS



ENGINEER E. COCKSHUTE AND FIREMAN LARRY MOHR

G. L. Goolic has been appointed chief clerk to the division engineer, vice J. T. Furman, resigned. Mr. Furman was with the Company ten years and during this time he made friends with all employes and everyone had a good word for "Jack," as he is better known. Mr. Goolic has been in our employ but a short while, but during that time has acquired a first-class knowledge of the track department.

Joseph DeLaPena, recently clerk in the car accountant's office, has been promoted to fill the vacancy created by Mr. Taylor's promotion to car distributer.

We are all glad to see "Jack" Langford back on the job. "Jack" was ill for two weeks, but is now in top notch condition.

Conductor Chester Ball spent a pleasant vacation in Virginia with his family.

Freight trainmen Thomas Connell and Floyd Kresge, two of our most popular trainmen, have answered the call of Uncle Sam by enlisting in the Twenty-second Engineer Corps.

The Staten Island Lines were well represented on Sunday morning, September 23, when the train bearing the second contingent of the draft army for Yaphank pulled into the Ferry Terminal at St. George. The following railroad boys helped to fill the contingent, and we are proud of them: W. J. Walsh, John O'Mara and W. J. Cummings, locomotive firemen; John Carroll, ferry boat fireman, and his brother, Michael Carroll, ticket agent at Princess Bay station; Harry O'Leary, boilermaker; Charles Orlando, boilermaker helper; Robert DeVoti, pipe fitter; Glen Piper and M. J. Burke, passenger trainmen. A send-off befitting heroes was given them. As they passed from one station to another a crowd of well wishers greeted them. Engines and cars were decorated with American flags and our boys were assured that their movements in future months would be carefully watched with interest.

On the night of September 12 the Veteran Employes' Association held its second meeting in a coach on track 8, East Shore Terminal. B. F. Kelly, who was elected president at the first meeting, resigned in favor of W. E. Cornell, lighterage supervisor, a veteran with thirty-one years' standing. All present were furnished with application cards and stated they would have at least three new members each before the next meeting, which will be held the third Wednesday in October. By-laws and constitution were discussed and will be printed before the next meeting.

An interesting meeting of the Freight Claim Prevention Committee was held at Pier 6, September 14. All committeemen were present. The topic for discussion was the switching of cars in St. George yard and the St. George Transfer. Some very good suggestions were made for the benefit of the service. These meetings are held every month and are doing much good in the way of lessening claims, etc.

Below is a picture of our loyal rooters while at Cumberland, not of a theatrical company, as you would at first think.

They are, from left to right (top row): Mrs. W. R. Taylor, wife of assistant chief clerk to superintendent; Mrs. K. Purcell, secretary to superintendent; Miss M. Graebe, clerk in car accountant's office, and Mrs. Joseph S. Fabregas, wife of chief clerk to superintendent. Bottom row: Mrs. J. F. McGowan, wife of division operator; Miss G. McAndrews, file clerk in superintendent's office; Miss E. O'Mara, clerk in car accountant's office; Miss B. Gaynor, stenographer, superintendent's office; Miss V. O'Neill, stenographer to division engineer, and Miss E. Runono, stenographer, Lighterage Department.

The work of equipping the passenger locomotives and coaches on the Staten Island Lines



LOYAL ROOTERS FOR NEW YORK BASEBALL TEAM

with electric lights is being pushed rapidly by the mechanical department. All this work is being done at the Clifton shops, under the supervision of the master mechanic, W. A. Deems. All the Forney type locomotives, fourteen in number, have been equipped. These locomotives are used in local passenger service on the Rapid Transit Division. Ten American eight-wheel passenger locomotives have also been equipped. These locomotives are used on the Railway Division running from St. George Terminal to Tottenville, a distance of nearly fifteen miles. Up to date sixty-two coaches have been equipped, leaving thirty-two more to do. When these are completed all the passenger equipment will have electric light installation, which will be a great improvement to the Staten Island Lines, and one most pleasing to the general public.

At a meeting of the Staten Island Safety First Committee B. F. Kelly, assistant chairman, urged each and every one to be constantly on the alert. "While it is my duty to investigate infractions of rules, and recommend discipline," he said, "it is a very unpleasant duty and I would much rather go through each month with a clean slate."

Staten Island Railroad Club Notes

On Thursday, September 27, we held our regular monthly Ladies' Night and all present enjoyed a good time. There was plenty of singing and dancing. We were favored with a solo by our famous tenor, E. Dwyer, better known as "Prince." He sang a song of his own composition entitled "Sammy Get Your Gun," which was very good.

Our associate membership has swelled to thirty-three and before the winter is over we hope to hit the 100 mark.

Our steward, Mr. Ross, spent his vacation at Pittsburgh, Pa.

We are planning to have a pleasant time at the club house Hallowe'en night.



JAMES BOLAN, OPERATOR AT FLOAT BRIDGE No. 4, ST. GEORGE



FRANK MENNA
Leading Hostler and Labor Foreman

We will hold our annual ball Thanksgiving Eve at the Curtis Lyceum.

Philadelphia Division

Correspondent, J. C. RICHARDSON, *Chief Clerk*

Divisional Safety Committee

R. B. WHITE.....Chairman, Superintendent
W. T. R. HODDINOTT.....Vice-Chairman, Trainmaster
T. BLOECHER.....Division Engineer
J. P. HINES.....Master Mechanic
J. E. SENTMAN.....Road Foreman of Engines
H. K. HARTMAN.....Chief Train Disptacher
T. B. FRANKLIN.....Terminal Agent
H. D. SCHMIDT.....Captain of Police
F. H. LAMB.....Division Claim Agent
DR. C. W. PENCE.....Medical Examiner
J. T. MILLER.....Road Engineer
M. F. GOODNIGHT.....Road Fireman
A. P. OFFUTT.....Road Conductor
H. A. GALLAGHER.....Yard Conductor
W. E. WARDEN.....Tender Inspector
J. J. WARD.....Car Inspector
W. M. DEVLIN.....Secretary

J. P. Stewart has been appointed joint agent at Elsmere Junction, vice J. S. Evans, transferred.

J. Edwards, Jr., assistant division engineer has been furloughed for military duty.

Thomas Mulligan, supervisor for a number of years on Philadelphia Division, has left the service to accept a position with the Department of Public Works, New York City. Mr. Mulligan's home is at St. George, S. I. His many friends on the Philadelphia Division regret his departure.

C. A. Waskey, formerly on the Baltimore Division, has been appointed supervisor, vice Thomas Mulligan.

R. C. Acton, secretary to the superintendent, resigned on August 15 and W. M. Devlin, clerk in the superintendent's office, was appointed to the position.

August D'Andre, file clerk in the superintendent's office, has been furloughed for military duty.

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office, Camden Station*

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
J. P. Kavanagh....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Washington
C. H. Winslow.....Secretary, Brunswick

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Camden Station
Dr. J. A. Robb.....Medical Examiner, Washington
Dr. J. F. Ward.....Medical Examiner, Winchester, Va.

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick, Md.
C. A. Mewshaw.....Trainmaster, Camden Station
E. E. Hurlock.....Division Operator, Camden Station
E. C. Shipley.....Road Foreman of Engines, Riverside
J. J. McCabe..Trainmaster and Road Foreman, Harrisonburg
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington
W. E. Shannon.....Agent, Brunswick, Md.
W. E. Neilson.....Agent, Camden Station
C. C. Bastain.....Freight Conductor, Riverside
W. F. Moody.....Freight Engineer, Riverside
J. B. McGovern.....Freight Fireman, Riverside
H. B. Bohanon.....Yard Conductor, Mount Clare
R. B. Banks.....Divisional Claim Agent, Baltimore, Md.
J. M. Powell.....Captain of Police, Camden Station

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden Station
S. C. Tanner.....Master Carpenter, Camden Station
C. A. Thompson.....Signal Supervisor, Camden Station
J. Flanagan.....General Foreman, Locust Point
L. C. Bowers.....Supervisor, Camden Station
E. D. Calvert.....Supervisor, Winchester, Va.
W. E. Poole.....Section Foreman, Gaithers, Md.
J. M. Gross.....Carpenter Foreman, Staunton, Va.
E. C. Hobbs.....Signal Repairman, Gaithers, Md.



GEORGE SARTORIUS

Motive Power Department

T. F. Perkinson.....Master Mechanic, Riverside
C. B. Williamson.....General Car Foreman, Riverside
T. O'Leary.....Car Foreman, Washington
H. S. Ely.....Clerk to Car Foreman, Camden Station
G. N. Hammond.....Material Distributer, Locust Point
F. C. Schorndorfer.....General Foreman, Brunswick, Md.
G. B. Dinges.....Clerk to Car Foreman, Brunswick, Md.
C. F. Serp.....Machinist Apprentice, Riverside, Md.

Reproduced on the this page is a picture or George Sartorius, son of Mr. and Mrs. George Sartorius, 328 South Patterson Park Avenue. Prior to his enlistment in Battery C, Field Artillery, Mr. Sartorius was a clerk in the storekeeper's office at Mount Clare. He is now stationed at Camp McClellan, Ala.

Washington Terminal

Correspondent, G. H. Winslow, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. Winslow.....Chairman, Secretary, Y. M. C. A.
Dr. James B. Grier...Medical Examiner, Sanitary Inspector

Motive Power Department

G. W. Kiehm.....Air Brake Supervisor
W. M. Grant.....Boiler Foreman
H. A. Bright.....Gang Leader
C. J. Ayers.....Gang Leader
A. F. Kreglow.....Storekeeper
T. E. Croson.....Yard Engine Dispatcher
N. Tippet.....Foreman, Car Shop
H. A. Barefield.....Assistant Foreman
A. A. Pace.....Foreman, Station
G. F. Mergell.....Foreman of Electricians
J. J. Desmond.....Gang Leader
G. Valentine.....Yard Engine Dispatcher
B. Howard.....Assistant Foreman
R. Heindrich.....Foreman, Station

Transportation Department

P. H. Deleplaine.....Train Director
L. T. Keane.....Conductor
E. M. Farmer.....Conductor

Maintenance of Way Department

W. M. Cardwell.....Master Carpenter
F. W. Hodges.....Foreman, Carpenter Shop
H. L. Bell.....Foreman, Carpenter Shop
A. M. Brady.....Track Foreman
J. T. Umbaugh.....Track Foreman
P. C. Richmond.....Signal Maintainer
H. R. Callahan.....Signal Foreman

"Teach the young idea how to shoot," are the words of a famous American. Not only does the Terminal Railroad Young Men's Christian Association desire to teach the young idea how to shoot, but desires to instruct the old idea also. Explaining what that means we take great pleasure in announcing that the rifle range was opened on September 14 with nearly 100 men present. Major W. J. Wilson called the assembly to order and announced the purpose of the range and introduced Colonel M. A. Winter, who presided for the evening. Dr. George C. Cook, international rifle champion, gave an exhibition of shooting, making a score of 173. This range will afford the members of Companies S, W and Y, of the Home Defense League Rifles, the opportunity for rifle practice, and to qualify for the various grades of marksmanship. Already a large number of men have qualified as riflemen, marksmen, sharpshooters and expert riflemen.

We wish to congratulate our former fellow worker, W. F. Underwood, on his being called to the secretaryship of the Railroad Y. M. C. A. at South Amboy, N. J. Mr. Underwood was with this association for over seven years and we feel confident that he will do fine work in his new field.

We are glad to see Andrew Morris, manager of the general office baseball team, out again after a trying attack of appendicitis.

Assistant secretary Rose is back on the job after a short trip to his home in North Carolina. We trust that the trip was beneficial and that he will go on with the excellent work he was doing before he took his vacation.

Maroons won the amateur baseball championship of the District, defeating Truxtons in the play-off, after having tied.

In connection with the work of the War Work Council of the Y. M. C. A., physical director W. W. Tenney has made several trips to Camp Meade, Md., with the men of the Washington quota of the National Army. The work is intensely interesting and the men welcome the news that the association has headquarters in camp and is prepared to help them occupy what little spare time they may have. A number of Dr. Max Exner's booklets on "Friend or Enemy?" have been given out to the men en route to the camp and were read with deep appreciation of the truth presented. We are confident that the seed thus sown will yield a goodly fruitage in the future.

The accompanying program was rendered at the Red Cross evening held on Friday, September 28:

Addresses: Mrs. J. B. Hutchinson, of Philadelphia, and W. J. Wilson, superintendent Washington Terminal Company.

Instrumental music: Terminal R. R. Y. M. C. A. Orchestra, C. W. Guest, director; piano solo, Miss Marie McGrain.

Vocal music: Miss Dorothy Birch, George H. O'Connor and Matthew E. Horne.

Readings: Miss Thelma Briggs and Miss Pauline Graff.

A large number of railroad men and their wives and friends were in attendance. These women have given much time and work to this project and their self-sacrifice and fidelity to a cause so worthy has been productive of great results. Already ten complete hospital equipments have been made and sent to the front in addition to a large number of comfort kits which have been sent to "Our Boys" who enlisted in the army or navy.

Washington, D. C., Freight Station

Correspondent, W. L. Whiting, *Chief Clerk*

Matters that are of interest to railroad people are so intermingled at the present time with things pertaining to the war and the movement of troops that it is almost impossible to think of railroads without thinking of the present international complications.

Many thousands of soldiers have passed through Washington lately on their way to the various concentration camps. It is almost an hourly occurrence for a troop train to pull into the coach yard at the end of the Baltimore and Ohio tracks, and to see the men in uniform alight and march through our freight yard and out into the broad avenues and streets to give themselves a little exercise after a long trip. But perhaps their most pleasant experience during their brief stay in Washington is the greeting accorded them by the refreshment corps of the American Red Cross. These ready workers have erected a camp on the vacant lot at the end of our inbound freight shed, consisting of two large tents and a thoroughly up-to-date cooking range, and whenever a troop train appears there is a general rush made for the cars with cups of steaming hot coffee, sandwiches of all kinds, cakes, cigars, cigarettes and many other things dear to the hearts of the boys in khaki. It must not be supposed that this takes place only during the day time, for at night when the troops arrive this good work is also performed.

Many are the words of praise and gratitude uttered by the soldiers for these kindly actions of the Red Cross workers, and not a few letters have been sent to the Washington newspapers expressing appreciation of their welcome.

Trooper W. Lee Santman left on September 6 for Camp McClellan, Anniston, Ala. Lee carries with him the good wishes of all and our thoughts and hopes are that when he comes marching home we shall be privileged to give him a hearty welcome as one of the victors in the great struggle for liberty.

Among the boys who recently left Washington for camp are: J. W. Eyler, who worked on our platform; R. L. Kendig, also an old platform hand, a member of a Maryland regiment, and Irwin Stein, a former stenographer in our office, is serving in Battery B, Field Artillery, which is now at Camp McClellan.

W. E. Hayghe and Roger C. Power have joined the Home Defense Rifles, being members of Company W, recently organized at the Railroad Terminal Y. M. C. A. under command of Captain George H. Winslow.

"Johnny" Rea, our O. S. and D. clerk, has resigned to accept a position in the U. S. Navy Yard. We wish him all success in his new venture.

Dr. J. A. Robb, medical examiner, who has recovered from a serious illness, appeared in the doorway the other day, after an absence of about six months. We were very glad to welcome Dr. Robb on his resumption of duties at this station.

It would be well worth while for every employe of the Baltimore and Ohio Railroad to read the magnificent address President Willard



MOUNT CLARE WELFARE, PLEASURE AND ATHLETIC ASSOCIATION
INDOOR BASEBALL TEAM

Those in the picture, reading from left to right, are: Front row, N. Emmerich, E. Sheppard, Mascot, Gribbon. Second row: Milholland, Captain, Ripkin, T. Beck. Back row: Bottiger, E. Emmerich, Manager, E. S. Sheppard, Athletic Manager, Kammer and Scully

delivered at Deer Park. It is inspiring and instructive and shows very clearly the duty of railroad men in the present crisis. If we try to follow Mr. Willard's instructions as closely as we can we may rest assured that we are "doing our bit" in a manner acceptable to Uncle Sam. Read the address, boys, it will do you good!

Mount Clare Shops

Correspondent, W. L. Morgan, *Secretary to Superintendent*

Divisional Safety Committee

L. Finegan.....Chairman, Superintendent of Shops
E. P. Poole.....Vice-Chairman, Asst. Supt. of Shops
W. L. Morgan.....Secretary, Secretary to Supt. of Shops
J. Howe.....General Foreman
H. A. Beaumont.....General Car Foreman
G. H. Kapinos.....Supervisor of Shop Machinery and Tools
Dr. F. H. Digges.....Assistant Medical Examiner
P. F. Wagner.....Shop Hand, Erecting Shop
H. T. Stickell.....Boilermaker, Boiler Shop
G. F. Klein.....Piece Work Inspector, No. 1 Machine Shop
E. B. Bunting.....Machinist, No. 2 Machine Shop
W. H. Robinson.....Pipe Fitter, Pipe and Tin Shop
G. M. Kiser.....Moulder, Foundries and Re-Rolling Mill
J. T. Giles.....Blacksmith, Blacksmith Shop
G. Schmale.....Machine Operator, Bolt and Forge Shop
W. P. May.....Machinist, Air Brake Shop
C. Kessler.....Patternmaker, Pattern Shop
A. G. Mercer.....Machinist, No. 3 Machine Shop and Steel Car Plant
T. U. Dover....Shop Hand, Tender and Tender Paint Shop
H. Alker.....Shop Hand, Axle Shop and Power Plant
J. E. Leary.....Gang Foreman, Freight Car Track
J. Jankiewicz.....Car Builder, Passenger Car Erecting Shop
W. F. Zoellers...Upholsterer, Passenger Car Paint, Finishing and Upholstering Shops
J. J. Pitsinger.....Mill Machine Hand, Saw Mill and Cabinet Shops
W. Banahan.....Foreman, Stores Department

W. B. Whitsitt, shop engineer in the drawing office at Mount Clare, was appointed assistant chief draughtsman, September 1. Mr. Whitsitt entered upon his new duties with the best wishes of all the members of the drawing office.

W. W. Woods spoke in the welfare room at Mount Clare on September 20 and 22 on "How to Help Win the War." The talk was illustrated with views operated by T. E. Stacy, secretary of the Baltimore and Ohio Y. M. C. A. at Riverside. Both speaker and pictures were fine and we are sure all present have been inspired to make an extra effort to "help win the war."

The above picture is that of the Mount Clare Welfare, Pleasure and Athletic Association indoor baseball team for 1916–1917. They are the railroad champions of Baltimore, having won that honor by defeating the Pennsylvania Railroad team in a series of three games.

E. S. Sheppard, foreman of the axle shop at Mount Clare, has resigned.

G. F. Pilson has been appointed general piecework inspector at Mount Clare, vice H. B. Gaither, who was furloughed for military duty.

J. J. Whelan, accounting clerk, and R. A. Hurd, clerk, both of the accountant's office, have been called by Uncle Sam. W. L. Morgan, secretary to superintendent of shops and correspondent for Mount Clare, has been called to Camp Meade. Mount Clare is the loser and someone had better beware when our boys get "over there."

The accompanying picture is of the Mount Clare Welfare, Pleasure and Athletic Association basketball team of 1916–1917. E. Emmerich was manager and F. Milholland captain.

The team's first year was very successful. Fourteen games were played. The Mt. Clare boys lost the first four games and then won ten times, commencing their winning streak by defeating the team of the Cumberland Division, 36 to 29. They ended the season by defeating the St. Andrew's Athletic Association by a score of 27 to 9.

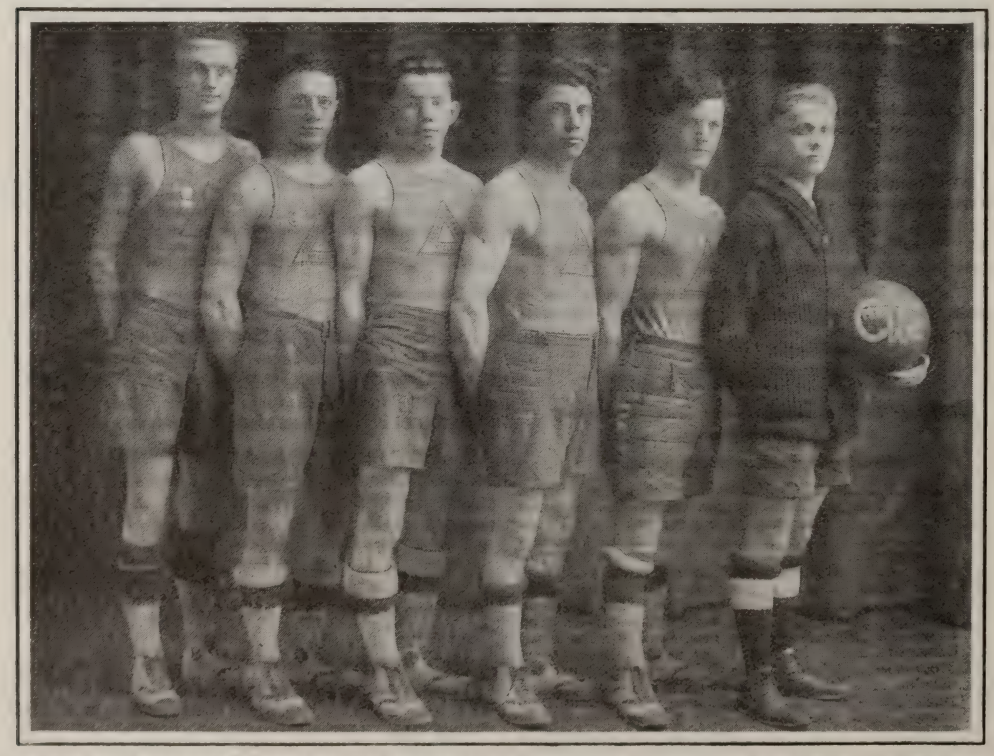
Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
Thomas R. Rees, *Secretary to Superintenden*
W. C. Montignani, *Secretary, Y. M. C. A.*
C. L. Kalbaugh, *Chief Clerk to Master Mechanic*

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
H. W. Grenoble...Vice-Chairman, Assistant Superintendent
T. R. Rees.....Secretary
E. P. Welshonce.....Trainmaster, West End
E. C. Groves.....Trainmaster, East End
L. J. Wilmoth.....Road Foreman, East End
M. A. Carney.....Road Foreman, West End
F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
Dr. J. A. Dorner.....Medical Examiner
Dr. J. H. Mayer.....Medical Examiner
G. R. Bramble.....Freight Agent
W. D. Strouse.....Joint Agent
E. E. Dean.....Car Foreman, East End
W. T. Davis.....Car Foreman, West End
F. L. Leyh.....Storekeeper
W. M. Hinkey.....Storekeeper
W. S. Harig.....Division Claim Agent
T. Z. Terrell.....Freight and Ticket Agent
I. S. Sponseller.....General Supervisor
J. N. Godman.....Captain of Police
F. A. Taylor.....Master Carpenter
W. L. Stevens.....Shop Clerk
W. C. Montignani...Secretary, Balto. and Ohio Y. M. C. A.
M. E. Mullen...Assistant Master Mechanic, Keyser, W. Va.



THE MOUNT CLARE WELFARE, PLEASURE AND ATHLETIC ASSOCIATION BASKETBALL TEAM
From left to right: Ripkin, Kammer, Emmerich (Manager), Milholland (Captain), Bryne and Bottiger



TRACK WALKER J. E. WILLINGHAM

ROTATING MEMBERS

C. DILLON.....Conductor
J. C. SCHRODER.....Engineer
A. N. KEYSER.....Fireman
W. J. LEASURE.....Yard Brakeman
L. H. MIDDLECAMP.....Machinist
E. J. TWIGG.....Car Inspector

Baltimore and Ohio Athletic Association of Cumberland, Md.

PRESIDENT

GRIFFIN A. MCGINN.....Chief Clerk to Superintendent

VICE-PRESIDENTS

F. F. HANLEY.....Division Engineer
F. P. PFAHLER.....Master Mechanic
E. C. DRAWBAUGH.....Division Operator
H. D. STREET.....Division Freight Agent
A. J. KELLY.....General Yardmaster

TREASURER

G. R. BRAMBLE.....Freight Agent

SECRETARY

T. R. REES.....Secretary to Superintendent

Much satisfaction was expressed over the entire division at the fine performance of the Cumberland Division baseball team during the season just closed, as well as a just pride over the outcome of the championship game played at Homewood, September 3.

The cups presented by Mr. Thompson, Mr. Davis and Mr. Blaser, which were won by our team at Homewood, are on exhibition in Cumberland and attract much attention.

Arrangements are being made to place in a suitable case, at division headquarters here, all cups and trophies won by the various branches of our athletic association.

First, of course, will be those won by our baseball team, our bowling team, our trapshooting team and our other teams.

It might not be out of place to state here that this case will be made large enough to accommodate other cups that we will win next season.

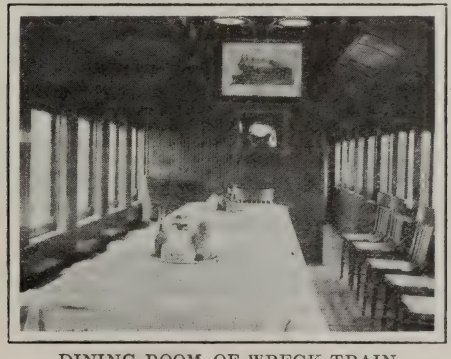
The Baltimore and Ohio Athletic Association of Cumberland was presented a silver cup by the S. T. Little Jewelry Company of Cumberland as a trapshooting trophy. Members of the association contested for the cup Saturday afternoon, September 22, 1917.

The cup was won by E. C. Drawbaugh, division operator, as the following scores indicate:

E. C. Drawbaugh.....	5	5	3	5	4—22
G. D. Brooke.....	5	4	5	3	2—19
W. A. Powell.....	4	2	3	4	3—16
W. R. Rockwood.....	4	3	5	2	2—16
G. A. McGinn.....	1	3	3	3	4—14

The accompanying photographs show the dining-room and kitchen of the Cumberland wreck train, in which our wreckmaster, Thomas Lillard, takes much pride. Mr. Lillard deserves credit for the neat and clean appearance of the train.

Incidentally while in Baltimore in connection with the championship baseball game, and to



DINING ROOM OF WRECK TRAIN



WRECK TRAIN KITCHEN

close the season in a proper manner, we took along our trapshooting team and shot with our neighbors, the Baltimore Division trapshooting team, resulting in the following scores:

CUMBERLAND DIVISION

A. K. Moreland	23
William Hubbs	18
W. R. Rockwood	18
E. C. Drawbaugh	17
Total	76 x 100

BALTIMORE DIVISION

H. M. Constantine	23
O. H. Hobbs	18
J. A. Hazleton	13
W. H. Shide	10
Total	64 x 100

Chief clerk G. A. McGinn, president of our association, has been a tireless worker to bring the association up to a high standard, and we feel that with so good a start a very successful season may be expected next year.

Some time when passing drop in and see our display of cups.

The photograph at top of next column shows three brothers who are very popular employes at our Cumberland shop and who have recently joined the colors in the West Virginia National Guard unit. They are, reading from left to right: Walter, John and Witt Donaldson.



WALTER, JOHN AND WITT DONALDSON

Martinsburg Shops

Correspondent, W. L. STEPHENS

Born to Mr. and Mrs. E. J. Schadd, a son. Mr. Schadd is a machine hand in the frog shop.



TRACK SUPERVISOR M. S. SISLER, FOREMAN LANDIS AND TRACK GANG

Superintendent Brantner, chief clerk Dyche, assistant chief clerk Irvin, and dispatch clerk Auld have been seeing "America First" during vacation time.

William Wright, steam shovel repairman, and Jacob O. Wolford were called to the colors and left in the first quota of men for the cantonment at Petersburg, Va. The military career of these two young men will be followed with interest by the shop boys.

August Daniel McDonald, fifty-seven years old, died at his home in this city of a complication of diseases. He was born at Doe Gully, but came to this city when young and spent the greater part of his life here. He entered the employ of the Baltimore and Ohio in 1878 as a telegraph operator and served in that capacity until his death. A wife and one son survive.

The funeral services were held at St. Joseph's Catholic Church. The Rev. W. A. McKeefry officiated. Burial was in St. Joseph's Cemetery.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*, Grafton

R. F. HANEY, *Conductor*, Weston

C. F. SCHRODER, *Operator*, Grafton

J. LYNCH, *Car Inspector*, Fairmont

Divisional Safety Committee

J. M. SCOTT.....Chairman, Superintendent, Grafton, W. Va.
J. W. MCCLUNG.....Trainmaster, Grafton, W. Va.
J. A. ANDERSON.....Master Mechanic, Grafton, W. Va.
W. I. ROWLAND.....Road Foreman, Grafton, W. Va.
J. F. EBERLY.....Division Engineer, Grafton, W. Va.
H. L. MILLER.....Car Foreman, Grafton, W. Va.
J. O. MARTIN.....Division Claim Agent, Clarksburg, W. Va.
DR. C. A. SINSEL.....Medical Examiner, Grafton, W. Va.
DR. E. A. FLEETWOOD.....Medical Examiner, Clarksburg, W. Va.
P. B. PHINNEY.....Agent, Grafton, W. Va.
J. D. ANTHONY.....Agent, Fairmont, W. Va.
S. H. WELLS.....Agent, Clarksburg, W. Va.
R. L. SCHILL.....Agent, Weston, W. Va.
E. J. HOOVER.....Agent, Buckhannon, W. Va.
F. W. TUTT.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.



CORPORAL W. F. CAMPBELL

ROTATING MEMBERS

J. O. WHORLEY.....Engineer, Fairmont, W. Va
W. H. KELLY.....Machinist, Grafton, W. Va.
C. C. BURGY.....Brakeman, Grafton, W. Va.
E. E. YERKEY.....Conductor, Clarksburg, W. Va.
J. W. THORNHILL.....Car Inspector, Fairmont, W. Va.
L. V. ATHA.....Conductor, Grafton, W. Va.
E. L. PENDERGAST.....Machinist, Fairmont, W. Va.

The picture above is that of the smiling face of Corporal W. F. Campbell of Company E, 113th Regiment, U. S. Engineer Corps, who was an employe at the Baltimore and Ohio shops at Grafton. He enlisted August, 1917; was transferred to the Second Regiment and left Grafton September 9 for Camp Kanawha; was sent to the Mexican border November 1, 1916; left San Antonio March 14, 1917, arriving in Huntington March 18; was mustered out of the Second Regiment March 25; arrived home March 26 and went to work at his old job March 28. He was called back to service after working five hours.

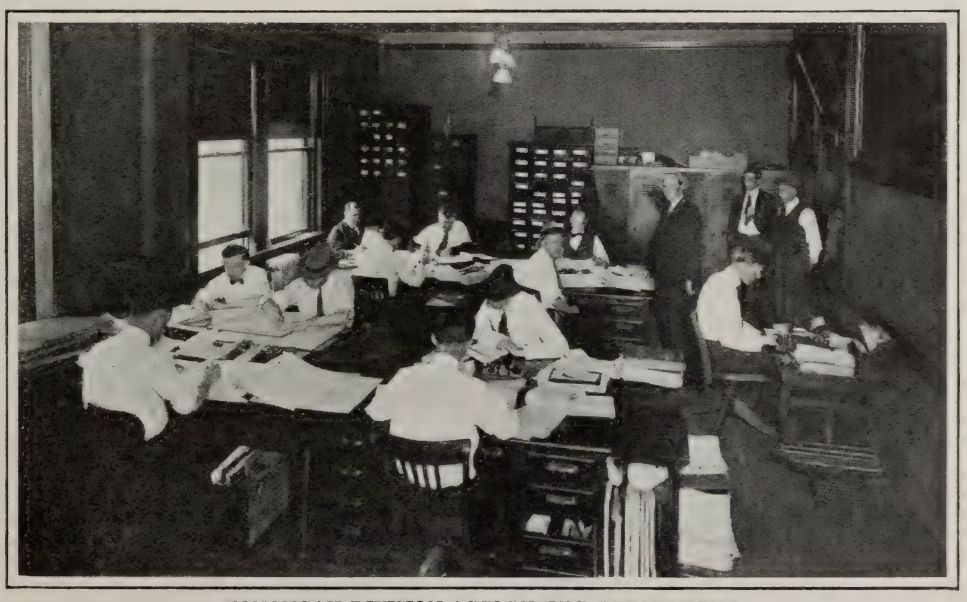
Corporal Campbell left Grafton April 5 for Camp Cornwall with the First Regiment. A short time ago he was ordered to Camp Shelby, Mississippi, where he waits orders. He was a great favorite among the railroad men.

Considerable interest was manifested in a recent contest held on the Monongah Division in the Maintenance of Way Department, in which prizes were offered for the greatest number of grease cups and the greatest number of car and engine nuts collected by the foremen. The result obtained not only proved beneficial to the employes awarded the prizes, but resulted in the saving of this valuable material.

It is the object of the division engineer to hold similar contests in the future, at which time, no doubt, a greater interest will be taken by the employes.

In the grease cup contest the first prize of $2.00 was awarded to foreman M. D'Amico, Section 4, Parkersburg Branch, who turned in fourteen grease cups; the second prize of $1.00 went to section foreman W. Thompson, on Section 59, West Virginia and Pittsburgh, who turned in six cups.

In the car and engine nut contest first prize of $2.00 was won by foreman E. Anderson on Section 42, Grafton and Belington, who collected 970 nuts, and the second prize of $1.00 went to George Mallonee, pumper at Oral Station, who turned in 515 nuts.



MONONGAH DIVISION ACCOUNTING DEPARTMENT

John Michael Iesert, the obliging C. T. timekeeper, has been called to the colors. John leaves us with "God's protection" as our prayer. In the Motive Power Department George Cavenaugh, time-keeper, also received a similar call and has joined the ranks in Indiana.

John B. Kimmel, water station foreman, accompanied by his wife, spent ten days at Atlantic City.

Wheeling Division

Correspondents

C. F. Miller, *Office of Superintendent*
D. F. Allread, *Agent*, Folsom, W. Va.

Divisional Safety Committee

W. M. Haver	Chairman, Superintendent
P. A. Beatty	Division Engineer
T. R. Stewart	Master Mechanic
M. J. Walsh	Road Foreman of Engines
C. W. Gorsuch	Terminal Trainmaster
J. A. Fleming	Agent, Wheeling, W. Va.
Dr. J. E. Hurley	Medical Examiner
Dr. L. D. Norris	Medical Examiner
M. C. Smith	Claim Agent
F. M. Barber	Car Foreman
R. A. Nease	Machinist Helper
W. C. Wright	Track Supervisor
J. Thonen	Engineer
E. L. Parker	Freight Conductor
L. C. Bomer	Freight Conductor
B. Huff	Machinist
J. E. Holler	Freight Fireman

On the afternoon of September 20, with a spontaneous demonstration of patriotism never before equalled in the City of Wheeling, one hundred and fifty-six young men were sent to the training camp at Petersburg, Va., over our lines on a special train that left Wheeling at 3.15 p. m. The departure of the men was witnessed by an immense crowd that jammed completely all the space in and around the depot and made the whole city ring with their cheers and shouts of "Good-by and good luck." Not a few tears were shed as loved ones gathered about the departing boys and the last farewell was taken while those nearby maintained a respectful silence. Among the boys who departed were two of our faithful employes, E. J. Davis, car record clerk, Wheeling freight station, and J. W. Garvey, machinist helper, Benwood Shop. These two men have been rendering valuable service to this Company and we all wish them "Good Luck."



HOME OF SECTION FOREMAN W. M. LEMLEY
On Glenwood Heights, Wheeling



TRACK SUPERVISOR J. E. CHRISTY

Among the first young men to be drafted into military service from this city was B. L. Helfer, clerk to the commercial freight agent, former secretary to the superintendent. His five years of faithful service with this Company has brought him many friends and they all wish him "Good Luck."

Effective September 20 J. R. Flynn was made secretary to the superintendent, vice M. J. Sauter, resigned to accept service with another company.

W. J. Manion, one of our veteran employes, after touring the western states has again returned and has taken up the position of stenographer in the superintendent's office.

F. C. Eberly, former C. T. timekeeper's clerk, has resigned to accept service with another company. Good luck, Frank.

Employes of the Wheeling Division were saddened by the news of the death of road foreman of engines W. F. Ross, who was accidentally killed at Benwood, W. Va. Mr. Ross had a host of friends and was one of the most popular and best liked officials on the division. Sympathy is extended to his bereaved family.

The following resolutions on the death of Mr. Ross were adopted by Division 477, B. of L. E., at a meeting held September 9:

Whereas, The Great and Supreme Ruler of the Universe has, in His infinite wisdom, removed from amongst us our highly esteemed road foreman of engines, W. F. Ross; and

Whereas, The long and intimate relationship held with him in the faithful discharge of his duties on this division makes it eminently befitting that we record our appreciation of him;

Therefore, Resolved, That the wisdom and ability which he exercised while in charge of the Wheeling Division and his able and wise



THE 2374 PASSING FOLSOM

counsel, will be ever held in grateful remembrance; that the sudden removal of such a life from amongst us leaves a vacancy that can never be filled, which is deeply realized by all the employes of this division, the public and community in which he lived; that we offer to his bereaved family and mourning friends, over whom sorrow has hung her sable mantle, our heartfelt condolence, and pray that infinite Goodness may bring speedy relief to their burdened hearts and inspire them with the consolations that Hope in futurity and Faith in God give even in the Shadow of the Tomb.

Resolved, That a copy of these resolutions be printed in the B. of L. E. magazine and a copy forwarded to the bereaved family.

D. J. Healy, former file clerk in the superintendent's office, has been appointed patrolman. "Dan" is making a record for this department and during Fair week he made thirty-two arrests.

Miss Sue Leeman has accepted a position as clerk in the office of the commercial freight agent. We all wish her success.

The above picture is of the 2374 passing the station at Folsom, W. Va. It was a nice warm day, hence the young people out for a Sunday walk. Credit for this picture goes to W. H. Bradford.

Effective August 1 William Battenhouse was appointed district master car builder, West Virginia District, with headquarters at Wheeling, W. Va., vice W. F. Bentley, assigned to other duties.

Ohio River Division

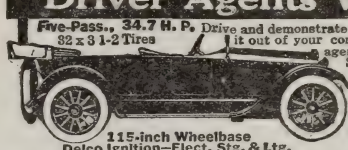
Correspondents

S. S. Roush, *Office of Superintendent*
Miss Helen Wright, *Office of Division Engineer*

Divisional Safety Committee

J. W. Root.....Superintendent
F. C. Moran.....Trainmaster
J. G. Kircher.....Road Foreman of Engines
O. J. Kelly.....Master Mechanic
L. E. Haislip.....Division Engineer

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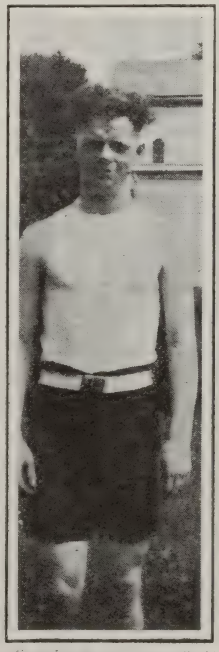
WATSON E. COLEMAN, Patent Lawyer
624 F Street, N. W. Washington, D. C.

F. R. Davis.....Terminal Trainmaster
Dr. J. P. Lawlor.....Medical Examiner
E. Chapman.....Captain of Police
F. A. Carpenter.....Agent, Parkersburg
S. E. Eastburn.....Agent, Yardmaster, Huntington
H. F. Owens.....Secretary

Rotating Members

P. M. Roe.....Engineer
O. W. McCarty.....Fireman
H. Neal.....Conductor
M. F. Caldwell.....Brakeman
A. C. Smith.....Car Department
C. R. Taylor.....Locomotive Department
J. E. Rosier.....Stores Department

L. E. Haislip, assistant district engineer, maintenance of way, West Virginia District, was transferred to Ohio River Division to succeed C. E. Bryan, resigned. The many friends of Mr. Haislip were glad to welcome him back as he held this same position some three years previous. The resignation of Mr. Bryan came as a surprise to his friends.



ARTHUR G. OLIVER

The accompanying picture is of Arthur Gregory Oliver, one of the valued employes at Parkersburg High Yards shop. Mr. Oliver is considered a very good swimmer and during the hot summer months swims the Kanawha River from bank to bank many times.

E. J. Langhurst, road foreman of engines, Ohio River Division, has been transferred to the New Castle Division. He was succeeded by J. G. Kircher of the Chicago Division. It is with sincere regret that we lose Mr. Langhurst, as his pleasing personality won for him

numerous friends, but the fact that he is still associated with the Baltimore and Ohio Railroad Company affords us a great pleasure. Our best wishes go with him.

Carroll O'Neal, clerk in superintendent's office, enjoyed a two weeks' trip through the western states, visiting Denver and Salt Lake City.

Cleveland Division

Correspondent, G. B. Gymer, *Secretary to Superintendent*, Cleveland

Divisional Safety Committee

H. B. Green.....Superintendent
G. B. Gymer.....Secretary
J. J. Powers.....Trainmaster
W. J. Head.....Trainmaster
A. R. Carver.....Division Engineer
G. R. Galloway.....Master Mechanic
P. C. Loux.....Road Foreman of Engines
G. H. Kaiser.....Road Foreman of Engines
A. J. Bell.....Terminal Agent
Dr. A. A. Church.....Medical Examiner
G. J. Maisch.....Claim Agent
M. E. Tuttle.....Division Operator

Rotating Members (to serve three months)

W. G. Harris.....Assistant Agent, East Akron
C. H. Richards.....Dispatcher, Akron
M. Carano.....Section Foreman, Akron
J. H. Myers.....Carpenter Foreman, Cleveland
T. J. Brown.....Conductor, Lorain
J. A. Moore.....Engineer, Lorain
M. Livingstone.....Engineer, Cleveland
J. E. Friskey.....Conductor, Akron
G. C. Bell.....Conductor, Cleveland
W. Reider.....Machinist, Cleveland
T. A. Horn.....Material Checker, Lorain

The Cleveland Division is well represented in the photograph below of Company C, Sixth Field Battalion, Signal Corps, U. S. A., now in training at Fort Leavenworth, Kansas. We have three operators from this division with this company. They are, reading left to right, third row from bottom, seventh person, R. B. Calhamer, operator CS office, Cleveland, Ohio; ninth person in same row, E. C. Vickers, operator, Lorain Yard, and second person in top row from post on right side, N. M. Baul, operator, Lorain, Ohio.



R. B. CALHAMER, OPERATOR "CS" OFFICE

P. A. Hamilton, in superintendent's office at Cleveland, was drafted and left for Camp Sheriden at Chillicothe, Ohio, September 21.

The following lady employes in superintendent's office have returned from vacations and all report having had a fine time: Gertrude Metcalf, Sarah Sharp and Georgina Dube.



COMPANY C, SIXTH FIELD BATTALION, SIGNAL CORPS, U. S. A.



NEW STATION AT BARNESVILLE, OHIO

N. S. Pendleton, Jr., formerly assistant division engineer on Cleveland Division, has been accepted in Officers' Reserve Corps and is at Anniston, Alabama.

Newark Division

Correspondent, W. F. Sachs, *Chief Clerk*

Divisional Safety Committee

D. F. Stevens.....Chairman, Superintendent, Newark, O.
C. H. Titus.....Vice-Chairman, Trainmaster, Newark, O.
T. J. Daly.....Assistant Trainmaster, Newark, O.
J. Tordella.....Division Engineer, Newark, O.
William Streck.....Road Foreman, Newark, O.
W. F. Moran.....Master Mechanic, Newark, O.
A. R. Claytor.....Division Claim Agent, Newark, O.
D. L. Host.....T. M. & C. T. D., Columbus, O.
Dr. M. H. Koehler.....Medical Examiner, Newark, O.
C.G. Miller.....Shopman, Newark, O.
J. A. Mitchell.....Conductor, Newark, O.
W. C. Neighbarger.....Engineer, Newark, O.
J. C. McVicker.....Fireman, Newark, O.
W. F. Hall.....Car Repairman, Newark, O.
D. E. Duffy.....Blacksmith, Newark, O.
C. Rittenhouse.....Yard Conductor, Newark, O.



HOME OF AGENT P. R. BAKER

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Boughton.....Chairman, Superintendent
C. M. Stone.....Trainmaster
T. E. Miller.....Master Mechanic
G. N. Cage.....Road Foreman of Engines
Dr. F. H. Weidemann.....Medical Examiner
H. B. Pigman.....Division Operator
A. P. Williams.....Division Engineer
H. D. Whip.....Relief Agent
C. A. Albright.....Agent
E. E. McDonald.....Agent
W. F. Herwick.....Conductor
W. J. Dayron.....Road Brakeman
O. E. Newcomer.....Fireman
W. H. Metzgar.....Supervisor
E. C. Lucas.....Car Foreman
A. L. Friel.....Shop Foreman
H. E. Cochran.....Secretary

The picture at left is that of agent P. R. Baker's home, on State Highway, east of Friedens, Pa. In the picture are: P. R. Baker. Mrs. P. R. Baker, their daughter Mary Baker (holding doll) and their niece, Neva Maust (with teddy bear in cart).

Engineman J. R. Morris, wife and daughters Helen and Louise, of Connellsville, spent their vacation in the rural districts adjacent to Huntington, W. Va.

E. W. Mitchell, accountant in the division accountant's office, Connellsville, has disposed of his motorcycle after breaking several bones.

John W. Thornton is back on duty again as train dispatcher at Connellsville after spending three weeks in his native Virginia.

We are pleased to learn of the continued improvement of M. H. Broughton, superintendent, who is confined in a Pittsburgh Hospital after undergoing an operation.

The picture at bottom of page is that of the South Connellsville Band, composed practically of Baltimore and Ohio employes. The gentlemen at the extreme right wearing overcoats are general superintendent M. H. Cahill, T. J. Brady, superintendent of Pittsburgh Division, O. L. Eaton, former superintendent of Connellsville Division and C. M. Stone, trainmaster, Connellsville Division.

The photograph at right is that of John Miller, who died July 28 at his home 239 Forty-second Street, Pittsburgh, Pa. He entered the service of the Baltimore and Ohio Railroad Company in 1870 as a track laborer on the Connellsville Division, and as a reward for faithful service he was promoted in 1875 to section foreman, which position he held until 1884, when he was made supervisor, with jurisdiction over the entire Connellsville Division. He served in this capacity until 1890, when he again resumed the position of section foreman, which position he held until his death. Mr. Miller was a model employe, always putting forth the best efforts possible for his employers' interest. Inspection premiums were awarded this worthy employe for the years 1885-1886. They were signed by the general manager. His friends were legion on the Connellsville and Pittsburgh Divisions. He leaves a widow and eight children: George W., a Baltimore and Ohio engineer of Meyersdale, Pa.; Carl, Archie, John, Jr., Mrs. Charles Morgan, Mrs. E. J. Gerhart and Miss Harriet of Pittsburgh, Pa., and Mrs. M. E. Martz, of Somerset, Pa., wife of our general foreman. Mr. Miller was a life member of the Lutheran Church. Funeral services were held at his late residence on August 1. Burial was in Allegheny Cemetery.



JOHN MILLER

Pittsburgh Division

Correspondent, B. J. McQUADE, *Office of Superintendent*, Pittsburgh

Divisional Safety Committee

T. J. BRADY.....Chairman, Superintendent
T. W. BARRETT.....Vice-Chairman, Trainmaster
W. J. KENNEDY.....Secretary
C. C. COOK.....Division Engineer
M. C. THOMPSON.....Road Foreman of Egnines
G. W. C. DAY.....Division Operator
E. J. BRENNAN.....Superintendent of Shops
A. J. WEISE.....General Car Foreman
F. BRYNE.....Claim Agent
W. F. DENEKE.....Agent, Pittsburgh
DR. A. J. BOSSYNS.....Medical Examiner



SOUTH CONNELLSVILLE BAND



ROBERT J. O'BRIEN
Son of Operator T. B. O'Brien, Point Mills, W. Va.

R. F. LANGDON.....Brakeman
E. D. MCCAUGHEY.....Fireman
E. P. CHENOWITH.....Conductor
J. J. BERRY.....Foreman, Glenwood
J. L. SOLIDAY.....Engineer

The picture above is that of Robert J. O'Brien, fifteen years old, youngest son of T. B. O'Brien, first trick operator at Point Mills, W. Va., who graduated from the eighth grade school at Elmgrove. He attended school for eight years without being absent or tardy.

New Castle Division

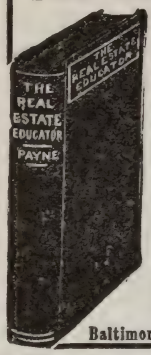
Correspondent, J. A. LLOYD, *Chief Clerk to Superintendent*

Divisional Safety Committee

C. W. VANHORN.....Chairman, Superintendent
C. P. ANGELL.....Trainmaster
D. W. CRONIN.....Division Engineer
A. H. HODGES.....Master Mechanic
T. K. FAHERTY.....Road Foreman of Engines
JAMES AIKEN.....Agent, Youngstown, Ohio
DR. F. DORSEY.....Medical Examiner
C. G. OSBORNE.....Division Claim Agent
F. H. KNOX.....Agent, New Castle, Pa.
W. P. CAHILL.....Division Operator
W. DAMRON.....Terminal Trainmaster
A. T. HUMBERT.....Master Carpenter

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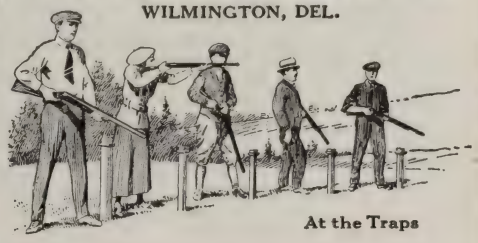
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At the Traps

ROTATING MEMBERS (to serve three months)

E. F. TOEPFER.....Road Engineer
G. T. GRIFFITH.....Road Fireman
H. A. BRADLEY.....Road Conductor
S. K. FIELDING.....Yard Engineer
L. WHALEN.....Pipe Fitter
J. W. FERRON.....Work Checker, Car Department

W. W. McGaughey, formerly secretary to the superintendent, has been appointed assistant chief clerk. We are all pleased to note his advancement.

John J. Fishburn, formerly clerk in the general superintendent's office at Pittsburgh, but more recently employed by the Pittsburgh and Lake Erie, has accepted the position of secretary to the superintendent, vice Mr. McGaughey. Mr. Fishburn is a native of New Castle and his many friends, particularly his musical brothers of the Italian Band, were delighted to see "Johnnie Come Marching Home."

Chicago Division

Correspondent, P. G. ERVIN, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON.....Chairman, Superintendent, Garrett, Ind.
T. J. ROGERS....Vice-Chairman, Trainmaster, Garrett, Ind.
T. E. JAMISON.....Trainmaster, Garrett, Ind.
JOHN TORDELLA.....Division Engineer, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
F. N. SHULTZ.....Division Operator, Garrett, Ind.
W. F. MORAN.....Master Mechanic, Garrett, Ind.
D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
J. E. FISHER.....Road Foreman of Engines, Garrett, Ind.
J. D. JACK.....Claim Agent, Garrett, Ind.
W. A. FUNK.....Medical Examiner, Garrett, Ind.
DR. C. W. HEDRICK.....Medical Examiner, Chicago Jct., O.
R. R. JENKINS.....Secretary, Y. M. C. A., Chicago Jct., O.
JOHN DRAPER.....Agent, Chicago, Ill.
HENRY BERGSTROM.....Machinist, South Chicago, Ill.
W. P. ALLMAN.....Agent, Avilla, Ind.
C. A. HAMILTON.....Engineer, Garrett, Ind.
C. H. KEYS.....Fireman, Garrett, Ind.
N. D. SCOTT.....Conductor, Deshler, O.
DAVID WAGNER.....Brakeman, Garrett, Ind.
ROBERT KIPP.....Yard Brakeman, Chicago Jct., O.
W. A. MILLER.....Car Builder, Garrett, Ind.
H. SCHNEIDER.....Car Inspector, South Chicago, Ill.
L. C. BEEBER.....Pipe Fitter, Garrett, Ind.
JULIUS LEITZ.....Pipe Fitter, Chicago Jct., O.

Effective September 1 H. G. Snyder was appointed assistant division engineer of the Chicago Division, vice Daniel Hubbard, who has been transferred to the Illinois Division as division engineer. Mr. Snyder comes from Dayton, Ohio, and has been in the service for a number of years. We wish both of these gentlemen success in their new positions.



CARPENTER FOREMAN A. F. STATLER AND GANG

Car distributer W. J. Pollard has returned to duty after a vacation of two weeks. We are glad to see him back on the job and know that his vacation was well deserved.

H. L. Cordrey, C. Wever, J. L. Sobraske and Homer Strome have returned to duty after a vacation of two weeks spent in the west and in Canada. They report a very good time and pleasant weather during their entire visit.

On September 22, at the home of Mrs. Mary Whirledge, occurred the marriage of Miss Myrtle Whirledge and Mr. Vance E. Hiatt, both of Garrett. Miss Whirledge was for five years employed as stenographer in the superintendent's office and we regret losing her services. Mr. Hiatt is at present employed as a brakeman on the Chicago Division and has been in the service for a number of years. We wish them a long and happy wedded life.

The picture at bottom of opposite column is that of A. F. Statler, carpenter foreman, and gang, and was taken on the site of the new water treating plant, which is being constructed at Garrett. In the background is a solid concrete foundation, which has just been completed by this gang of workmen. Mr. Statler has been in the service for a number of years and both he and his men are efficient and loyal workers.

George Heininger, for the past six months employed as clerk in the division accountant's office, has been called to the colors by the recent draft, and has taken a furlough to last during the time of his service with the Government. This makes the third clerk in that office who has left his position to serve his country.

W. A. Clefford, popular agent of the Company at Garrett, who has been on the sick list for the past two months, is able to be about and resumed his duties October 1.

South Chicago

Correspondent, MRS. BERTHA A. PHELPS, *Wheelage Clerk*

Chief clerk John Hufton and Mrs. Hufton have returned from a delightful motor trip through Iowa.

John Stack, revising clerk, is back from his vacation amply able to cope with the new tariff which he found awaiting him.

After an absence of three months, because of illness, Miss Ethel Poole has returned to her desk much improved in health.

The following employes from this station have been called for Government service: W. A. Spencer, fireman, and W. J. Nolan and John A. Connolly, brakemen.

Chicago Terminal

Correspondent, R. G. CLARK, *Assistant Abstracter, Chicago*

Divisional Safety Committee

J. L. NICHOLS.....Chairman, Superintendent
J. W. DACY.....Trainmaster
C. P. PALMER.....Division Engineer
R. L. FAITHORN.....Assistant Engineer
ALEX CRAW.....Division Claim Agent
J. A. QUINN.....Captain of Police
C. L. HEGLEY.....Examiner and Recorder
H. MCDONALD.....Supervisor, Chicago Division
WILLIAM HOGAN.....Supervisor, Calumet Division
F. K. MOSES.....Master Mechanic
F. S. DEVENY.....Road Foreman of Engines
CHARLES ESPING.....Master Carpenter
DR. E. J. HUGHES.....Medical Examiner
C. O. SEIFERT.....Signal Supervisor
E. J. DOYLE.....Assistant Agent, Forest Hill
J. O. CALLAHAN.....General Car Foreman

ROTATING MEMBERS (to serve three months)

B. TURLEY.....Engine Foreman, Blue Island, Ill.
D. STERLING.....Engine Foreman, East Chicago, Ind.
H. DEBITTS.....Engine Foreman, Robey Street
H. C. STONE.....Engineer, East Chicago, Ind.
P. S. PEARSON.....Engineer, Blue Island, Ill.
JOHN LATSHAW.....Engineer, Robey Street
D. M. JULIAN.....Car Foreman, Robey Street
DANIEL DALEY.....Machinist, Robey Street
H. HEPBURN.....Machinist, East Chicago, Ind.
E. BURKE.....Machinist's Apprentice, East Chicago, Ind.
W. H. COUR.....Boiler Inspector, East Chicago, Ind.

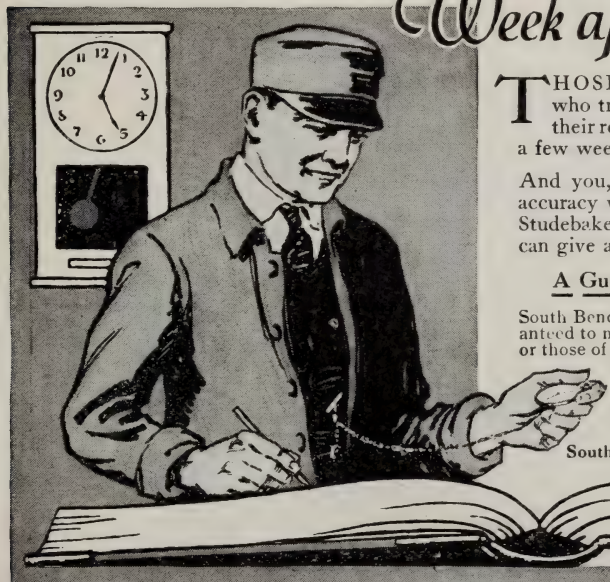
The bowling season for the athletic association opened September 20, with the following teams represented: Accounting, Local Office, Car Accounting, Engineering, Lincoln Street, Maintenance of Way, Transportation and Valuation Departments. Alleys have been secured at Bensinger's, 73 Monroe Street, for every Thursday night. Put a red ring around the Thursdays on your calendar and you'll see some bowling that's worth while. We hope to run the standing of the teams in the next issue of the MAGAZINE, for by that time we sincerely expect that the Valuation team will be heading the list—although "Jack" Maloney says the Transportation aggregation will be on top then. We can't all be on top, but we hope it's us.

Every employe of the Terminal experiences a feeling of personal pride in knowing that Major F. E. Lamphere, "The Man Who Built Camp Taylor, Louisville, Ky.," had his camp ready to turn over to the Government before any of the other fifteen army cantonments. To any one who has visited any of these cantonments and has seen what the work envolves, the magnitude of this achievement is at once apparent.

The traffic department of the Terminal has moved it's offices to the fourth floor of the Grand Central Station; "Mickey" Brennan tells us they now have the finest offices in the building, to say nothing of the office force.

R. P. Barker, of the district engineer's office, says that the new baby boy at his home, the mention of whose arrival was omitted from last

"Week after week—On time!"



THOSE railroad men, on roads all over the country, who trust to South Bend Watches, have learned that their remarkable accuracy is *permanent*—not just for a few weeks or months.

And you, too, whose daily work depends on just such accuracy will value the dependability of a South Bend Studebaker Railroad Watch. It gives you all any watch can give and *more*; for it is backed by

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South Bend Watches

Please mention our magazine when writing advertisers

month's notes, is fast becoming a railroad man, he already evincing great interest in completion reports.

David Owen, of the Accounting Department, reports the arrival of a baby girl, named Edna Myfanwy, at his home on September 20. This may or may not account for the fact that "Dave" bowled thirty-six in the opening game of the season on September 20.

L. H. Reinke, joint facility accountant, has returned from a vacation spent in Wisconsin, where he was on the trail (or the tail) of the elusive fish. Reinke avers that the fishing was great, all shapes, sizes and varieties abounding. As we can't prove otherwise, we'll have to let it go at that, but it does seem mighty funny we can't ever find any of those kind at Wawasee —or, maybe, we're more truthful than most fishermen are.

The district engineer's office reports that the Defiance second track work was turned over to the Operating Department on September 15, on scheduled time.

Joseph Dutton, chief draftsman in the district engineer's office, and one of the oldest employes of the Terminal, has returned from a vacation spent in Canada.

The sympathy of the employes is extended to R. P. Barker, engineering clerk in the district engineer's office, whose father died on September 2 after an extended illness.

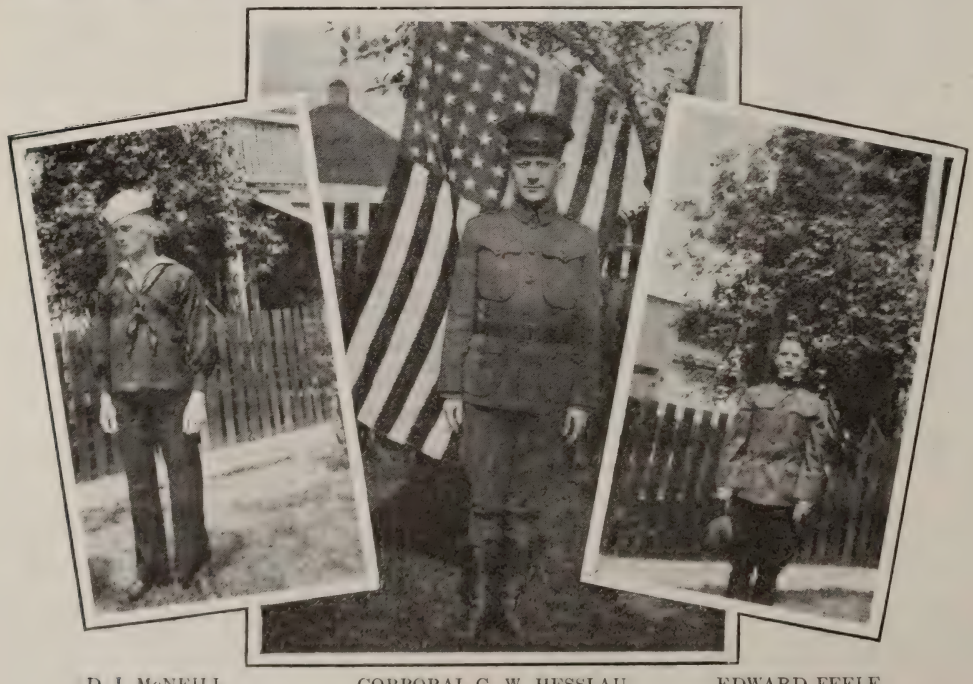
Many of the employes will be interested and glad to know that John Olsen, rate clerk in the Accounting Department, recently journeyed to Seattle on a honeymoon trip.

Since the advent of several lady clerks in the offices we have noticed a general "sprucing up" on the part of the young men—only the unmarried ones, let us hope. The lady who manages the furnishing store around the corner from the station (free advertising) tells us that it is not at all uncommon to have six or eight fellows come in at noon and purchase clean collars, their original collars having been slightly soiled in the morning's work. (We went in to buy a collar button, which explains our reason for being there.)

Better buy a Liberty Bond. It's much more preferable to loan your money to Uncle Sam than to have Kaiser Bill take it away from you.

Next month we hope to add a special department for the benefit of our lady employes. Although he has not yet accepted, we hope to induce A. G. Dundy, an eminent authority on the subject, to take charge of this work.

The accompanying pictures, "Three Aces," are those of Corporal G. W. Hesslau, D. J. McNeil and Edward Feele. Corporal Hesslau is now somewhere on the Atlantic coast, enroute to France. "Dan" McNeil and "Ed" Feele are at present stationed at the Naval training station in Chicago, but expect to demonstrate their sea legs very soon. Mister Hohenzollern, you're going to find three of a kind here that can't be beat. It's a pat hand as it stands.



D. J. McNEILL CORPORAL G. W. HESSLAU EDWARD FEELE

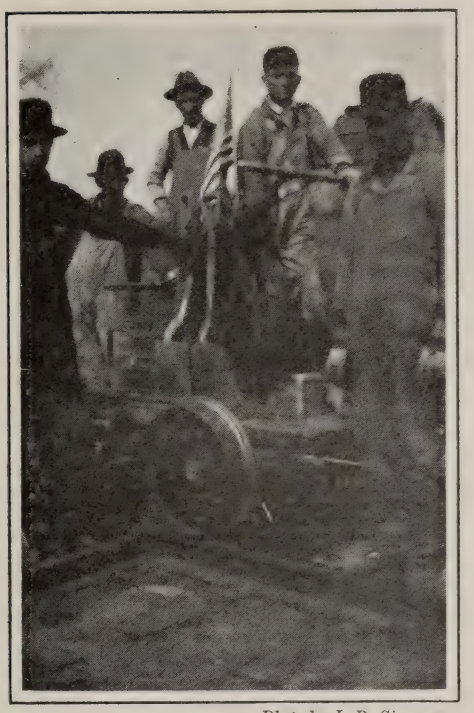


Photo by J. B. Simpson

COZADDALE SECTION CREW

JAMES LONG, Foreman; WALT ANDREWS, GEORGE HUTCHISON, CHARLES GOODPASTURE, WILLIAM JOSLYN

Ohio Division

Correspondent, W. L. ALLISON, *Operator C. D. Office*, Chillicothe, Ohio

Divisional Safety Committee

A. A. IAMS.....Chairman, Superintendent
C. H. R. HOWE.....Division Engineer
R. C. WESCOTT.....Trainmaster
H. E. GREENWOOD.....Master Mechanic
WILLIAM GRAF.....Road Foreman of Engines
P. CLARK.....Supervisor
DR. J. G. SELBY.....Medical Examiner
L. B. MANSS.....Captain of Police
GEORGE LITTER.....Engineer
D. H. BUTTS.....Conductor
C. J. PLUMLY.....Agent, Wilmington
FRANK LEE.....Tool Room Man
H. DEVORE.....Fireman
D. L. PETERS.....Brakeman
M. WELSH.....Blacksmith
J. E. CHANEY.....Switchman

Indiana Division

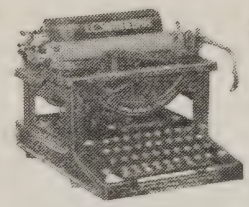
Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

G. S. CAMERON....Chairman, Superintendent, Seymour, Ind.
S. U. HOOPER.....Trainmaster, Seymour, Ind.
J. B. PURKHISER.....Trainmaster, Seymour, Ind.
H. R. GIBSON.....Division Engineer, Seymour, Ind.
J. E. QUIGLEY.....Master Mechanic, Seymour, Ind.
S. A. ROGERS.....Road Foreman of Engines, Seymour, Ind.
DR. G. R. GAVER.....Medical Examiner, Cincinnati, O.
M. A. MCCARTHY.....Division Operator, Seymour, Ind.
P. T. HORAN.....General Foreman, Seymour, Ind.
E. MASSMAN.....Agent, Seymour, Ind.
J. E. SANDS.....Agent, Louisville, Ky.
J. E. O'DOM.....Special Agent, Cincinnati, O.

ROTATING MEMBERS

L. N. SIMMONS.....Fireman, Seymour, Ind.
A. BECK.....Conductor, Seymour, Ind.
LON DURHAM.....Passenger Engineer, Louisville, Ky.
C. W. KLINE.....Track Foreman, Osgood, Ind.



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We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted.

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Cincinnati Terminal

Correspondent, JOSEPH BEEL, *Transportation Department*

Divisional Safety Committee

T. L. TERRANT.....Chairman, Assistant Superintendent
J. WEIDENWEBER.....Secretary
J. H. MEYERS.....Trainmaster
C. H. CREAGER.....Road Foreman of Engines
L. A. CORDIE.....Assistant Terminal Agent
DR. G. R. GAVER.....Medical Examiner
A. J. LARRICK.....Car Foreman
J. A. TSCHOUR.....General Foreman
G. A. BOWERS.....General Foreman
T. MAHONEY.....Supervisor

ROTATING MEMBERS

E. R. HOTTEL.....Machinist
H. W. KIRBERT.....Engineer
C. R. DOOLITTLE.....Yardmaster
G. HURDLE.....Inbound Foreman
R. H. SEARLS.....Claim Clerk
A. J. HEIRD.....Yardmaster

Illinois Division

Correspondent, C. D. RUSSELL, *Extra Train Dispatcher*, Flora, Ill.

Divisional Safety Committee

C. G. STEVENS.....Chairman, Superintendent
L. F. PRIEST.....Secretary, Secretary to Superintendent
K. S. PRITCHETT.....Trainmaster
J. W. ODUM.....Trainmaster
W. F. HARRIS.....Master Mechanic
F. HODAPP.....Road Foreman of Engines
C. E. HERTH.....Division Engineer
DR. J. P. SELLMAN.....Medical Examiner, Washington, Ind.
DR. H. H. MCINTIRE.....Medical Examiner, East St. Louis
H. E. ORR.....Master Carpenter
C. S. WHITMORE.....Signal Supervisor
M. F. WYATT.....Supervisor
G. H. SINGER.....Agent, East St. Louis
C. S. MITCHELL.....Agent, Flora

ROTATING MEMBERS

H. W. CREAGER.....Engineer
L. R. PEEPLES.....Fireman
R. R. PARISH.....Conductor
N. MCDONALD.....Brakeman
J. E. HOWARD.....Machinist
JOHN ROCHE.....Boilermaker
A. W. HENINGER.....Car Inspector
J. J. SHANNON.....Track Foreman

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator, Dayton, Ohio*

Divisional Safety Committee

Ross B. MANN.....Chairman, Superintendent
E. J. CORRELL.....Vice-Chairman, Assistant Superintendent
R. W. BROWN.....Trainmaster
F. J. PARRISH.....Division Engineer
I. E. CLAYTON.....Division Operator



IVORYDALE MACHINE SHOP

MORTON DIBBLING.....Machinist
FRED IREY .....Road Engineer
F. MCKILLIPS.....Yard Conductor
MILDRED MCCARTHY..Secretary, Secretary to Superintendent
DR. F. H. HUTCHINSON..Medical Examiner, Relief Dept., Lima, O.
DR. R. C. POTTER.....Medical Examiner, Relief Dept., East Dayton, O.

H. G. Snyder, assistant division engineer, Toledo Division, has been transferred to the Chicago Division in the same capacity. L. A. Rodenheiser has been transferred from the Newark Division to fill the vacancy caused by the transfer of Mr. Snyder.

The sympathy of all employes on the Toledo Division has been extended to chief train dispatcher Fitzmartin, who lost is wife after a serious operation.

The inauguration of the division accounting system on the Toledo Division was effected August 1. C. N. Caldwell, employed in capacity of traveling auditor, was appointed division accountant. Mr. J. E. Fortman, employed as accountant in Maintenance of Equipment and Transportation Departments, was appointed chief clerk.

T. J. Reagan, chief clerk to superintendent, motored to his old home in Wellston, where he spent his vacation, enjoying a complete and well deserved rest.

Master mechanic Johnston and his force, formerly located in division office building at Dayton, has been moved to East Dayton, where it is felt his supervision will greatly expedite the movement and dispatch of power at that point.

The selective draft hit the Toledo Division pretty hard, a large number of employes in all departments being called to the colors during the present crisis.

Ray Cristen, employed as transportation timekeeper, has been drafted and reported for duty at Camp Sherman, October 5. The boys all believe that his efforts at the camp will be recognized by promotion.

On September 8, 669 cars of coal were dumped at the dock at Toledo. This is the record dumping at the dock and all concerned are to be congratulated for their part in the performance.

R. W. Hoskinson, employed for the past six years as telegraph operator, Deshler, has been promoted to assistant car distributer, superintendent's office.

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Supervisor M. & W. Department
D. W. BLANKENSHIP.....Section Foreman
S. H. JOHNSON.....Engineer
E. E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

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☐ Air Brake Repairman	☐ R. R. Genl. Office Accounting
☐ Round House Foreman	☐ Bookkeeper
☐ Trainmen and Carmen	☐ Stenographer and Typist
☐ Railway Conductor	☐ Salesmanship
☐ Mechanical Engineer	☐ Advertising Man
☐ Mechanical Draftsman	☐ Civil Service
☐ Machine Shop Practice	☐ Electrical Engineer
☐ Boiler Maker or Designer	☐ Telegraph Expert
☐ Steam Engineer	☐ Practical Telephony
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If YOU really want to better yourself, the International Correspondence Schools can help you, no matter how poor your circumstances, nor what your age, nor how scant your education may be. No time lost from your present work. No books to buy. Pay on terms you can afford. If you realize the worth of this coupon, mark it and mail it to the Schools. It puts you under no obligation. It is simply a free way to *find out* how to make a success of your life.

USE YOUR PASS NOW

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We are making the same discount to Telegraph Operators, and to other Railway Employes, that we are offering to the various RAILWAY SYSTEMS—25% discount—with the additional concession of allowing payment to be made monthly if not convenient to pay all cash.

The price of the Fox Typewriter, with regular equipment, is $100.00, but our **Railway Discount** of 25% reduces this to $75.00.

Send any amount you can spare, from $5.00 up, as a first payment, and pay $5.00 monthly. 5% discount for all cash. If $10.00, or more, is sent with order **we will include free** a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

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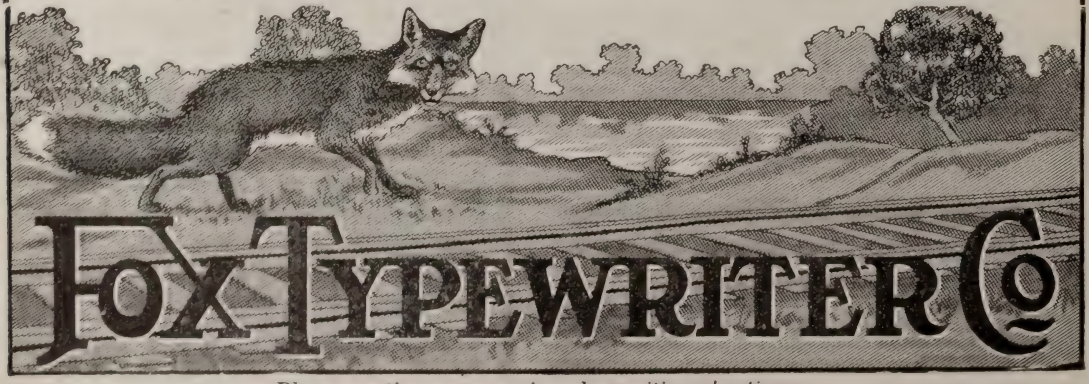
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in the Baltimore and Ohio Employes Magazine and a number of exclusive features of its own

The ordinary typewriter will not meet the requirements of the telegraph operator. Our New Fox Telegraphers' Model is a revelation in completeness, durability, ease of operation and special automatic features. It is fully Visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

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EXHAUSTS

Got There First

Mrs. Hicks (relating burglar scare)—Yes, I heard a noise and got up, and there under the bed I saw a man's legs.

Mrs. Wicks—Mercy! The burglar's?

Mrs. Hicks—No, my husband's—he had heard the noise, too."—*London Saturday Chronicle.*

□

Josh Corntossel

"How's your boy Josh getting along with his studies?"

"Pleasantly," replied Farmer Corntossel. "He don't bother 'em none."—*Washington Star.*

□

At the Home Plate

The Catcher—And how do you like married life, Jerry?

Shortstop (newlywed)—Well, Jake, she is just like an umpire. She never thinks I'm safe when I'm out.—*Puck.*

□

Always in Trouble

Two citizens were toddling up the street one day recently, earnestly engaged in exchanging their experiences with dyspepsia.

"And did you ever try the hot-water cure?" asked the thin one.

"Did I?" repeated the melancholy one, who had also something of the saving grace of humor in his make-up, as many melancholy men have. "I should say I did. Why, man, I've been married fifteen years."—*Argonaut.*

□

Reciprocity

A colored man who prided himself on definitions was one day asked for a definition of reciprocity by a white man.

"Well, sah," said he "you see that chicken house ova dar? Well, de hens dey lays for de white folks, I lay for de hens, and de white folks dey lays for me; dat's resprocity."—*Wroe's Writings.*

□

To the Cashier

"Will you tell me my fortune, please?" she asked, handing in her bank-book.—*Jester.*

Just Like a Woman

He—Why didn't you answer my letter?

She—I never received it.

He—You didn't?

She—No; and besides, I didn't like something you said in it.—*Boston Transcript.*

□

She Remembered

Howard—Did your aunt remember you in her will?

Henry—She sure did. Directed her executors to collect all the loans she had made me.—*Puck.*

□

Mrs. Spendthrift

Old Lady—Here's a penny, my poor man. Tell me, how did you become so destitute?

Beggar—I was always like you, mum, a-givin' away vast sums ter the pore an' needy.—*Facts and Fancies.*

□

Her Own Fault

Mistress—Mary, don't let me catch you kissing the grocer's boy again.

Mary—Lor, mum, I don't mean to, but you do bob around so.—*Boston Transcript.*

□

What We Don't Know

"A little learning is a dangerous thing."

"Yes," replied Miss Cayenne. "But that fact doesn't justify some of us in being proud of how little we know."—*Washington Star.*

□

A Case of Substitution

A miserable looking fellow walked into an ironmonger's shop in Birmingham and asked for a shilling's worth of carbolic acid.

"Sorry, old man," said the assistant, "you've come to the wrong shop, but we've a fine line of ropes, razors and revolvers."

□

Poor Job

"Blinks says that when he was young he was the architect of his own fortune."

"Didn't they have any building inspectors in those days?"—*Philadelphia Ledger.*

Baltimore & Ohio Employes Magazine



November 1917



Begin a Fresh Chapter in the Book of Life

Buy a Home. It will mean new ideals, new hopes, the fulfillment of planning, expectations realized.

Ask any neighbor who owns his home. The day he made the purchase was the turning point of his life.

It is not necessary to have a large bank account to secure a home. Borrow and Buy. Every employe of the Company may take advantage of this opportunity.

You owe it to yourself—to your loved ones—for their sake

Write Today

To "Division S," Baltimore and Ohio Relief Department, Baltimore, Md., and learn just how the Savings Feature of that department will help you to purchase a home from which the expiration of a lease cannot make you move

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The Department has properties at the following points along the line of road, which may be purchased on the monthly rental plan

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Baltimore, Md.	Grafton, W. Va.	Parkersburg, W. Va.
Connellsville, Pa.	Louisville, Ky.	St. Joe, Ind.
Flora, Ill.	McMechen, W. Va.	Weston, W. Va.
Garrett, Indiana.	Midland City, Ohio.	Zanesville, Ohio.



Prepare for the Opportunities in Interstate Commerce

You now have the opportunity to enter a new profession which presents practically unlimited opportunities. Fully half a million business organizations in the United States need men trained in transportation to deal with railroads and express companies and to solve the various complicated problems which arise under interstate commerce laws and rulings. The men really competent to fill the positions are yet so few that the field is wide open to those who will train for this profession now.

La Salle Students and Graduates

can now be found employed in the executive departments of practically all the large railroads, business houses and commercial organizations in the United States. Many prominent business concerns can be named in each of which 100 to 900 or more LaSalle students or graduates from our several specialized departments are employed in responsible positions. For instance—

Pennsylvania R. R.	913
American Telegraph & Telephone Company	259
U. S. Steel Corporation	250
Baltimore & Ohio R. R.	564
Armour & Company	162
Chicago & N. W. Ry.	392
Ford Motor Company	122
Swift & Company	187
Standard Oil Company	140

Among the numerous firms and corporations employing 50 to 100 or more LaSalle students or graduates are the following:

Western Electric Company
International Harvester Co.
B. F. Goodrich Company
Wells Fargo Express Company
Goodyear Tire and Rubber Co.

and every important railroad company in the United States.

More than 125,000 men in active business life including a large number of corporation officials have been enrolled and are reaping the benefits of LaSalle training and service. Over 20,000 new students now enroll annually. The LaSalle organization consists of 800 people, including a staff of 300 business experts, professional men, text writers, special lecture writers, instructors and assistants. LaSalle students and graduates occupying responsible positions can be found throughout the entire English speaking world.

Free Consulting Service

As a LaSalle student, you will also be entitled to the free use of our Consulting Service which gives you the privilege of calling on our staff of experts in any department at any time when you need special help or counsel. LaSalle Extension University is a clearing house of business information and through its many highly specialized departments is organized and equipped to render a practical and distinctive service which cannot be supplied by any other institution of similar character.

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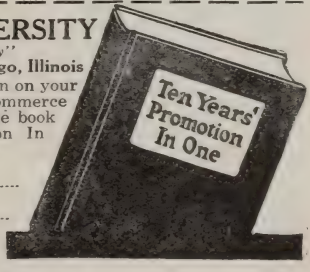
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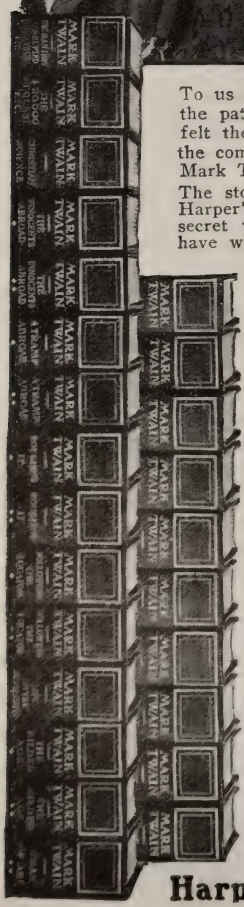
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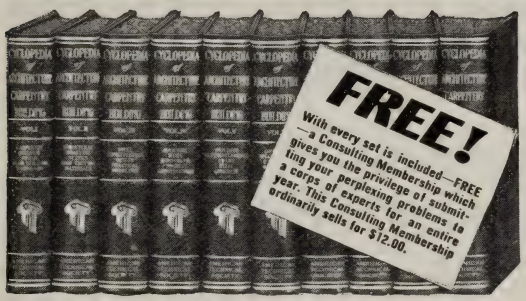
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, NOVEMBER, 1917 Number 7

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¶Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only



THE WORK OF AN INCENDIARY

Torch Applied to Locust Point Terminals of the Baltimore and Ohio

THE work of an incendiary resulted in the loss of four lives and the destruction of millions of dollars worth of property and merchandise at the Locust Point Terminals of the Baltimore and Ohio on the night of October 30. A British ship—the "Kerry Range"—which was being unloaded was also considerably damaged, and three of the four men who lost their lives were aboard her.

Pier No. 9, one of the finest in the country, was consumed by the fire. Pier No. 8, from the shore line out, was wrecked, and a building formerly used as an immigration house proved an easy prey to the roaring flames.

Pier No. 8 contained 50,000 bales of wood pulp, 150 carloads of flour, 20 cars of tobacco, 30 cars of bark extract, 40 cars of lubricating oil, 25 cars of spelter, 23 cars of roofing paper, 15 cars of miscellaneous freight in the portion of the pier that was destroyed. Pier No. 9 contained 29,000 bales of wood pulp, 7,000 cases imported liquor in the bonded end, 300 crates earthenware, 100 bales oakum, 100 cars roofing paper, 50 cars linseed oil cake, 20 cars tobacco, 23 cars miscellaneous freight.

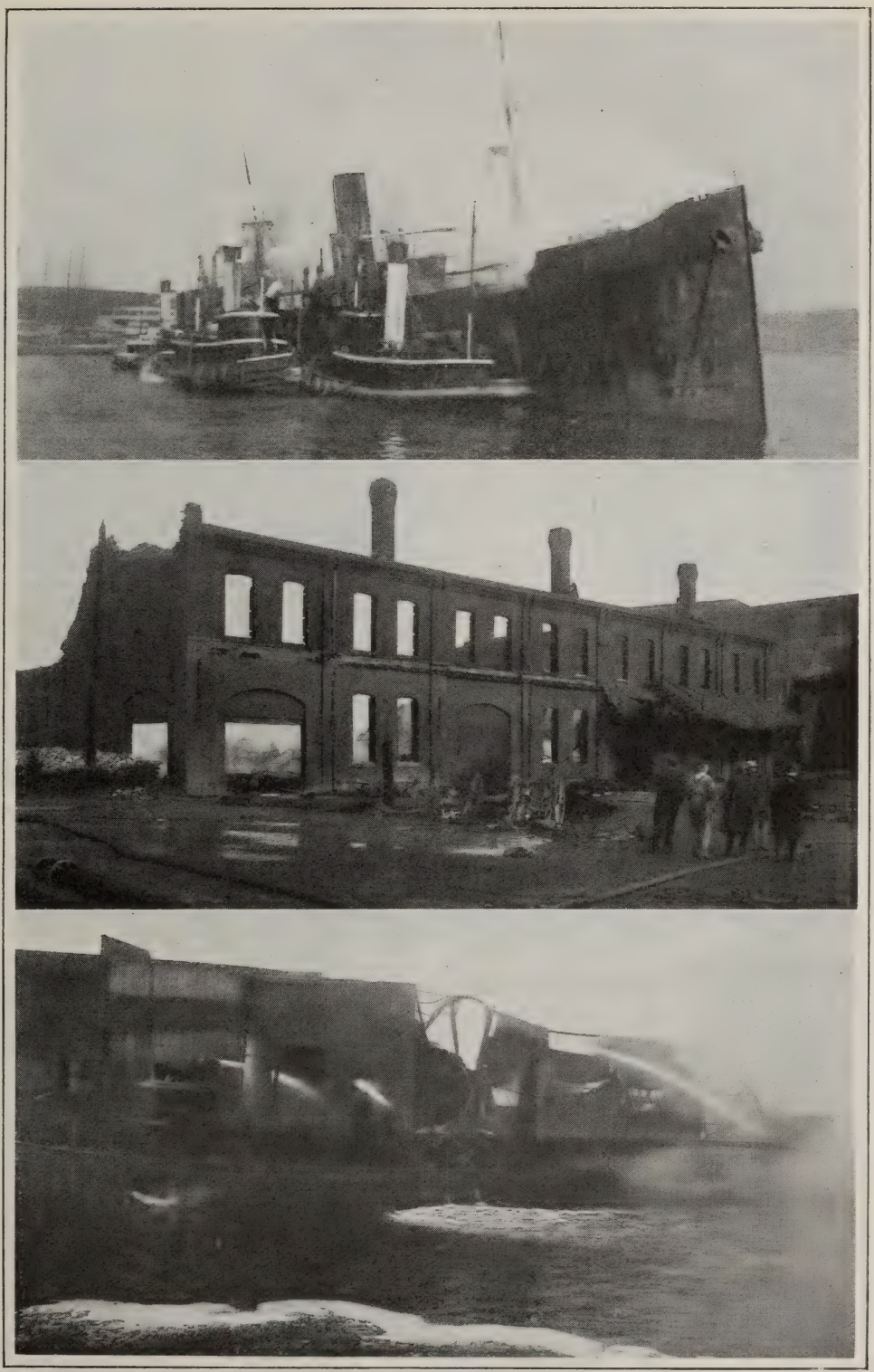
There is no doubt that the fire was of incendiary origin. The five explosions which occurred shortly after the outbreak and the rapidity with which the flames spread from pier to pier are conclusive evidence that the enormous damage was the result of an act of a serpent in our midst. The flames quickly licked the piers out of existence, despite the fact that the Company's efficient corps of fire fighters was on the scene and that fireboats and the city apparatus reached the piers within a short period. As soon as the flames commenced to spread the "Kerry Range" began to pull out into the slip separating Pier No. 9 from Pier No. 8, but her speed was impeded by her anchors, which were dragging on the bottom. Of the three men who lost their lives on the vessel, one was chief gunner and one a cadet. Officers and seamen of the United States Navy attended the funeral.

Glance over the pictures of the fire and it will be readily understood what it means to have our country infested with persons who are traversing the land with torches in their hands, laying corpses in their path and ruins of our vast storehouses. It is the duty of every American worthy of the name to cooperate with the government in running down these persons. They have carried their warfare to our doors and it devolves upon us, as protectors of American life and property, to spare no effort in bringing the culpable ones to justice. They are waging war against us on our own soil and we should unceasingly wage war against them. By so doing we will be cooperating not only with our government, but with our heroes, who are "somewhere in France." We are being admonished by our government to conserve food insofar as is consistent with our needs, so that our soldiers, who are fighting for our rights, may be nourished on the battlefield. If we fail to protect our supplies we are traitors.

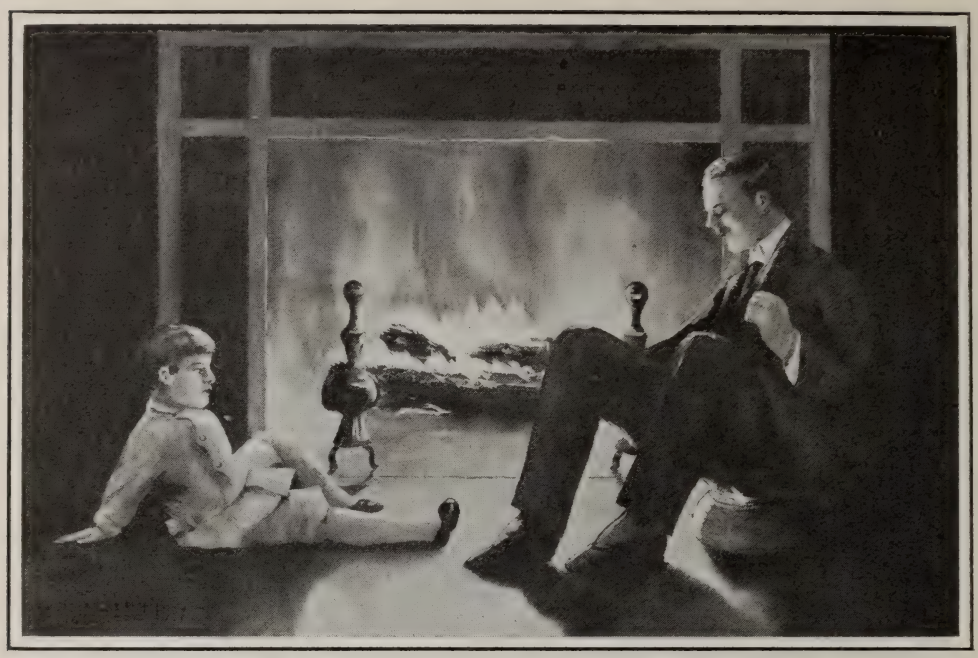
If you were asked "What are you doing to help win the war?" you, perhaps, could give no better answer than: "I am helping ferret out those who are murdering our people and destroying our property." You would at once be stamped as a true and loyal American and one worthy of the protection which "Old Glory" affords.



TWENTY MINUTES AFTER THE FIRE WAS DISCOVERED PIER 9 WAS A MASS OF SEETHING FLAMES. PIER 8 TO THE FIRE WALL AT THE SHORE LINE, ABOUT HALF ITS TOTAL LENGTH, WAS DESTROYED



"KERRY RANGE" (UPPER) SETTLING AFTER BEING TOWED OUT. THE OLD IMMIGRATION HOUSE (CENTRE) LOCATED BETWEEN PIERS 8 AND 9. SHORE LINE ON PIER 8 (LOWER) WHERE THE FIRE WAS CHECKED



My Son

The Poem by William R. Mackin

The Illustration by R. M. Billmeyer
Auditor Passenger Receipts' Office

I that had yearned for youth, my own again,
And mourned the wasted hours of younger days;
I that had sighed for spring, for summer, when
The snows of winter covered all my ways;
I that had pray'd for years for only one
Have found that prayer answered in my son.

He is myself again,—with hopes of old
With old temptations and with old desires,
He is myself again,—the clay to mold
Into the man with all the man aspires,
Who says that youth returns to us no more?
He is as I was in the days of yore!

In my own days, the lost days of my youth
Oh, how I wished a comrade and a friend
To guide me on the quiet path of truth
And through temptation my own feet attend.
So shall I journey onward by his side,
His father—yea, his comrade and his guide.

I that have failed will shape success in him;
I that have wandered, point the proper path;
A signal when the signal lights are dim,
Leading to shelter from the storms of wrath.
So shall we journey upward, I and he,
My son shall be the man I meant to be.

A Corner in Honesty

By Stewart Meloy DeHuff
Wire Chief, Connellsville Division

(Prize Story in Fiction Contest)

"I'M not disputin' the old sayin' about honesty bein' the best policy," said Aaron Logue as he settled himself comfortably in the spacious depths of a hickory rocker on the veranda of the New Central Hotel, "but ever since what I seen happen to Martin Neighborgall durned if I don't b'lieve that too much honesty, jest the same as too much green apples or too much hard cider inside a man, often does him a lot more harm than good.

"That'll sound kind of funny to a lot of people I know, but wait till I get through, then you'll understand what I'm gettin' at.

"It happened right here in Fairhope, an' not more than ten year ago, an' often when I stop an' think back I can't help but b'lievin' that it all come about through an old feller named Jared Johnson. He's the one that tried to fool everybody around here with a trick that he'd worked on for years an' wound up by killin' himself with a home-made flyin' machine. You've heard me tell of it lots of times.

"Well, sir, if it hadn't been for Jared an' his trick, Simon Tharpe wouldn't never have died jest from worry; an' if Simon hadn't died Martin Neighborgall wouldn't have bought his store; an' if Martin hadn't bought Simon's store the thing I'm goin' to tell about wouldn't never have happened. So there you have it.

"I tell you I'm not superstitious nor anything like that, nor I don't b'lieve in ghosts an' spirits an' signs an' them kind of things, but jest the same there wasn't a thing that was mean an' low down that Jared Johnson didn't wish on the people in this town, he hated them all that bad. Anyhow, as I said b'fore, I've always thought that the trouble that come to Martin Neighborgall was a kind of a curse that old Jared left behind him when he died.

"But let me tell the story.

"When a person jest says that Martin Neighborgall was an honest man it don't seem to tell it right. Seems there ought to be some other word for to explain it. I ain't never been what you'd call dishonest myself but when I used to listen to Martin talkin' I'd feel as if I ought to be in jail over at Cottersville for stealin' from somebody or cheatin' or something like that. That's how the old man made everybody feel.

"I can hear him yet whenever he'd get a crowd together in the store. He'd take a cracker out of a barrel an' nibble at it, or mebbe he'd take two of them an' stick a slice of cheese between them, sandwich-like, then he'd start.

"' How do I know that there's an honest man around here outside of myself?' he'd ask, shakin' his fist at them an' poundin' on the counter. 'Jest b'cause you pay your bills here reg'lar ain't no proof,' he'd say. 'You all know if you didn't settle up I'd shut you off quicker than lightnin'; mebbe that's all that makes you do it.' Then he'd walk out from behind the counter still shakin' his fist at them. 'But look at me,' he'd yell, as loud as he could holler, 'What's to keep me from cheatin' all of you an' bein' dishonest if I wanted to do it? Why I could overcharge you for everything you bought in this store if I wanted to an' you'd never know it. Do I do it?' he'd beller, like a mad bull. 'Look right over there!' Then he'd point to where he kept all his notices posted, such as sheriff sales. Sunday school picnics and railroad excursions, over behind the groceries counter. 'Right there you can always find the bills I get with my goods; an' right there you can tell what I charge you for

the stuff you buy. That tells you how much profit I make.' Then he'd laugh, sarcastic-like, an' walk behind the counter again.

" 'I wonder how many of you would do that if you was runnin' this store?' He'd shout back at them, like a kind of a partin' shot.

"An' there wouldn't be a word said back to the old man. What could anybody say? It was one of them kind of arguments that there wasn't no argument to.

"You've seen people that go to these revival meetin's an' get so worked up an' so chuck full of r'ligion that they imagine everybody but themselves is bound for straight down below. That was Martin Neighborgall for you with his notions about honesty. You'd thought there hadn't been any of it left after he got his share out.

"An' yet people didn't get mad at the old man for the way he carried on. Funny, too. But you see he was the town's biggest citizen. While he didn't hold no public office like Justice of the Peace or anything like that, yet the people went to him with their troubles an' for advice. You know you can overlook a lot of mean things in a man if you know for sure that he's downright honest. Anyhow, I don't b'lieve there was a man, woman or kid in Fairhope but what didn't love Martin Neighborgall.

"An' now let me tell you something about his store.

"Nowadays when strangers come into a town the first thing that's pointed out to them is the Carnegie Libraries. In them old days when a visitor come to Fairhope the first thing he was showed was Martin Neighborgall's general store. It was something else besides jest bein' a store—it was a kind of an institution in the town, an' everybody was proud of it. People went there for a ton of cement the same as they went for a paper of needles—Martin kept them both. An' it kept the old man an' his wife an' Miss Angeline Thomas busy from early Monday mornings till late on Saturday nights waitin' on the customers. Martin had started to make improvements on it the day after he bought from Simon Tharpe's widow. Wasn't nothing fancy about it, mind you, jest all store an' nothing else.

"An' that's the way it was right up till the time that Martin bought the thing that caused all of his trouble—a cash register!

"I'll never forget the day the thing come. You know in them days cash registers wasn't no common thing. I s'pose I'd been around about as much as the next one in Fairhope an' I know Martin's was only about the second one I'd ever set eyes on. Well, sir, people jest flocked to that store to see it. An' I know there was lots of them that paid cash for stuff that day for the first time in their lives, jest to hear their sales rung up. I know, too, that many a little nest-egg that had been laid aside for taxes an' doctor bills was spent that day for groceries an' drygoods that wasn't what you might say, really needed.

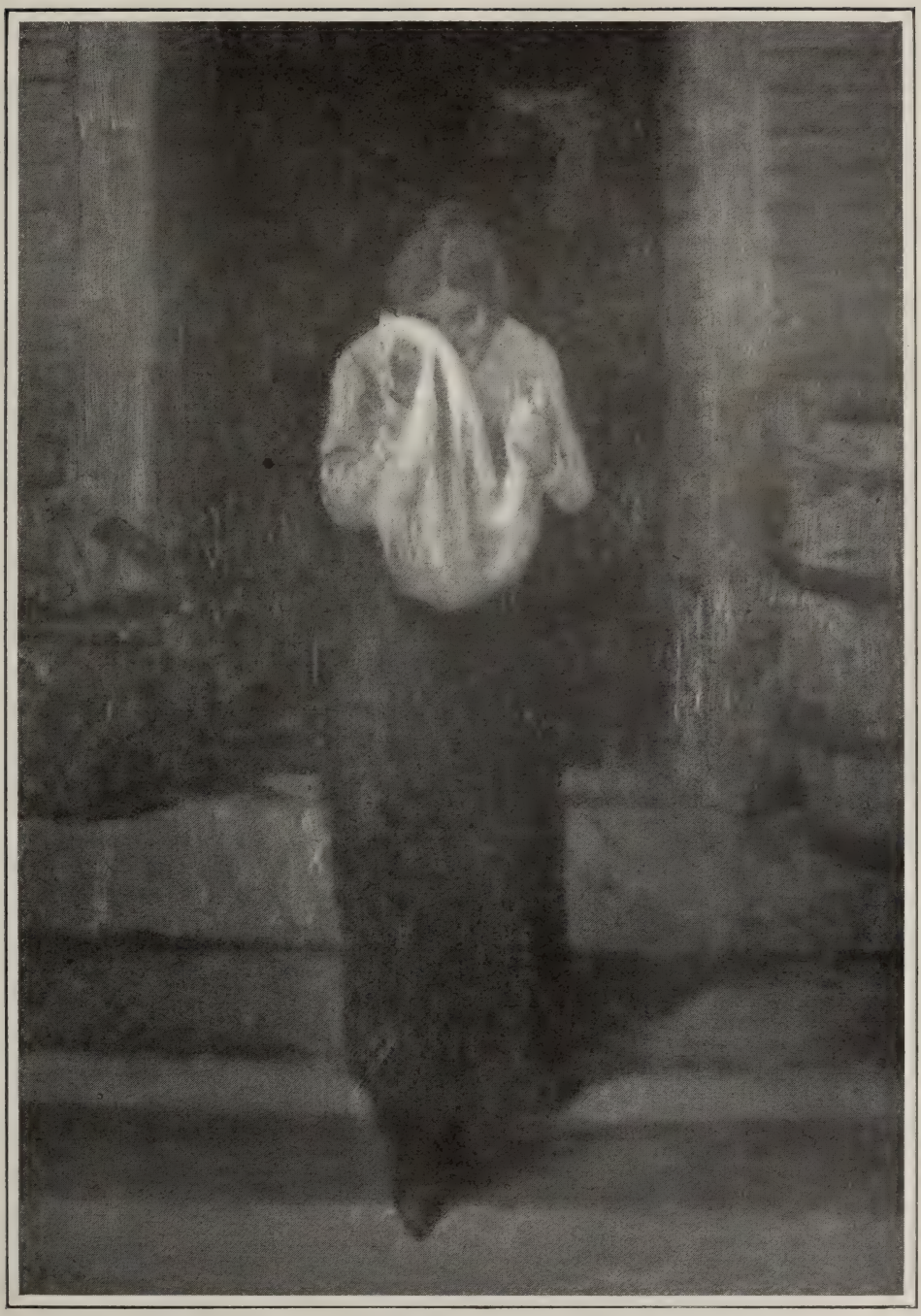
"Anyhow, it was a great day for Fairhope—an' for Martin, too; for I s'pose hearin' that bell ringin' so often sounded like pretty sweet music to the old man's ears.

"An' then the thing happened that I started to tell about. It come sudden-like, like one of those thunder storms that break out on a nice sunshiny day in the summertime an' when no one leasts expects them. Martin discharged Miss Angeline Thomas for stealin' money from him.

"Jeff Harbison's wife was the first one to hear about it. She was out sweepin' the leaves off of the pavement in front of her place when Miss Angeline come across the street from Martin's store cryin' as hard as she could, an' told what the old man had done.

"It ain't talkin' disrespectful about Sally Harbison for to say that she could spread news faster than all the telephones an' telegraph instruments put together; an' fifteen minutes after she'd heard Miss Angeline's story there wasn't a man or woman in Fairhope but what didn't know what Martin had done.

"An' they was all jest stunned! Couldn't b'lieve their own ears. If they'd got awake that mornin' an' found that Silas H. Greenwood, the president of the Farmers' National Bank, had



"MISS ANGELINE COME ACROSS THE STREET FROM MARTIN'S STORE CRYIN' AS HARD AS SHE COULD"

skipped out with all their savin's they wouldn't have been any more shocked. Miss Angeline Thomas discharged for being' a thief! A woman that had played the organ in church for more than seventeen year an' that always took a leadin' part in r'ligious work; a woman that all the mothers in Fairhope had tried to pattern their daughters after. It couldn't be possible, they said; Martin must have made some terr'ble mistake.

"A committee of leadin' citizens was got together to call on the old man an' find out jest what he meant. They didn't get much satisfaction, though. Martin told them he was runnin' his store to suit himself an' wasn't askin' no advice off of any of them. Said he'd discharged Miss Angeline for stealin' money from him, said he had proof of it, but he didn't have to go into any details about the thing for anybody.

"Then the people got mad. They'd never even thought of questionin' anything Martin had ever done, but this was goin' too far. Something had to be done. They talked over the thing for two or three days an' d'cided the best they could do would be to send over to Cottersville for a lawyer an' put the whole thing in his hands.

"Three days later Martin was arrested an' left out on bail for d'famin' Miss Angeline's character—or whatever you call it.

"The trial come up the next October, an' it was jest like a reg'lar holiday for Fairhope. Everybody that could find an excuse to get away went to Cottersville to hear it. Women folks fell out an' got mad at each other b'cause they wouldn't keep one another's kids. Some of them didn't speak for months afterwards. Cliff Haskell, the school teacher, said there was something wrong with his eyesight an' he had to see a doctor in Cottersville. That closed up the school. Old Jake Shuwac, who fired the engine over at the stone quarry, discovered he had an old deed or something to get fixed up at the county seat. That shut down the quarry for the first time since all the people turned out to hunt for old Jared Johnson the time he killed himself in that flyin' machine.

"An' you can jest bet that Aaron Logue was right there in Cottersville, too, waitin' to get in the court house soon as the doors opened that mornin'.

"It wasn't much of a trial though. That lawyer that the people had hired was a smart feller. It only took him a half a day to prove that Miss Angeline Thomas had been made the victim of a terr'ble mistake on Martin Neighborgall's part. Martin himself told the story of the whole thing an' there wasn't a man or woman in that court room but what didn't feel sorry for the old man as he set there with big tears streamin' down over his cheek an' his old wife tryin' to comfort him.

"But them tears didn't have no effect on that jury; an' when Martin heard the verdict he knowed it was goin' to take every dollar he owned in the world for to pay the damages Miss Angeline got.

"It did, too, an' it wasn't only about a month later that they laid both him an' his wife away in the little graveyard up back of the First Methodist Church.

* * * * *

"You see there hadn't been no stealin' goin' on at all. It was that durned cash register—that an' Martin's crazy notions about bein' honest that caused the whole thing.

"Seems the machine hadn't been put together right at the factory. Anyhow, every time you'd push down the key marked 'Twenty-five Cents' the durned thing printed 'Fifty Cents' on a roll of paper on the inside. Course, when Martin would check up his day's business in the evenings he'd find more money printed on the roll of paper than what was in the cash drawer.

"But he never once thought there might be something wrong with the machine. Oh, no. Somebody was stealin' from him. Hadn't he always as much as said there wasn't no honest people in the town but himself? An' there wasn't nobody handled the cash register but himself, his wife an' Miss Angeline. It wasn't likely him an' his wife would steal from themselves. Course, that left nobody to blame but Miss Angeline."

Personal Service Begets 100 Per Cent. Results

THE comfort and convenience of our passengers are, as every Baltimore and Ohio employe knows, matters of first importance. Never lose sight of this fact. The phrase "Our Passengers Are Our Guests" is not a catchy invention used to induce the public to travel on our lines, but it is our word of honor to patrons that we shall, at all times and under all conditions, extend every courtesy.

That we are fulfilling this pledge is evident. Never in the history of the Company has passenger traffic been heavier. True, this is due in some measure to the unusual conditions brought about by the war. The real reason, however, is that people who never before traveled on the Baltimore and Ohio are doing so and they are comparing our service with that of competitors. We are fast making friends and they will remain loyal just so long as we continue to do our part.

Below are quoted extracts from a letter received by President Willard from Mr. Grosvenor Clarkson, who is Secretary of the Council of National Defense and of the Advisory Commission:

> "I wonder if you would be interested in some observations from me as to Baltimore and Ohio service. More from habit than from any other reason, I have not been using the Baltimore and Ohio for years. One day, a couple of months ago, I could not get accommodations on any other road between the two points I wished to travel and took the Baltimore and Ohio. The experience was rather a revelation to me. I found literally everything superior to the lines I had been using; roadbed, meals, scenery, and above all, and most significant to me, personal service. I had noticed for some time a peculiar indifference on the part of the train crews of some roads amounting in some instances almost to impertinence, and it began to irritate me. Therefore, I was the more struck by the definite human note of service and desire to please that you seem to have instilled in your conductors and trainmen. My own business training has been such as to make personal service almost a religion with me and therefore, perhaps, I react to it more strongly when I encounter it, but none the less it always gives me pleasure to meet with it. After all personal service is what lifts business from just a commercial place to a fine art—at least so it seems to me.
>
> "I may say that I have continued to travel on the Baltimore and Ohio and that I have invariably had the same sort of experience that I have related above."

It is very gratifying to the Management to receive these complimentary letters regarding our service, and we hope we will continue to merit such testimonials.

Things They Talked About and Did in the Early Days of the Baltimore and Ohio Railroad

By C. W. Woolford
Secretary

(Extracts from an Address made at the Deer Park Meeting)

"I FEEL very highly honored that our chairman has permitted me to speak on any subject that I please, an unusual honor in view of the complaints that you have heard about to the contrary. There are several things that I thought you might be interested in because they relate to the early history of the Company and to the railroad business as a business. We have many first things about which you know. There are some other first things that I thought perhaps you would like to know about. There is one curious item I came across the other day, and that was this: You all know that in the early days when they started locomotion, or the hauling of passengers and freight by locomotives, they had some question in their minds as to whether the engines could go up the grades, and so they used a corrugated third rail in a cogwheel. After they found that the engines could handle the cars they dropped the cogwheel, but there was some question in their minds as to what they would do when the snow and ice came, and so it was suggested in all good faith that the rails be made hollow and that there be kept going, in the season when snow and ice was upon the track, a stream of hot water to keep the snow and ice off. (Laughter.) I presume if those people could have looked forward and seen the tremendous traffic of today they would think the rails would be kept so hot even in the winter time that there would be no need for artificial heat in order to keep off snow and ice.

I thought you might be interested to know that in 1828 the board of directors of this Company made an appropriation for the purpose of enabling Mr. Isaac Knight—not Mr. Jonathan Knight, the first chief engineer, but Mr. Isaac Knight—to perfect a machine for removing dirt; and we are pleased to think that that was the predecessor of the steam shovel.

"In 1835 the first mail car was put upon the road. This was no more nor less than a partition put in one end of the baggage car and there were two mails per day, carried between Baltimore and Washington, in that car.

"The Mechanical Department may be interested to know that so far as I can find out, the first spark arrestor was put into use in 1840. This Company, by authority of its board of directors, bought the patent of a man by the name of Leonard Flager; they purchased his patent in order to institute that very commendable side of operation.

"In 1842 was the first time in which express matter, known as such, moved over our road. That was begun to be carried on May 4. The arrangement was made with private parties—a man by the name of Ing—Edward Ing, Jr. We had clerks in the auditing office by that name, but I am not able to say whether they are of the same family; but Edward Ing, Jr., had an agreement with the Company under which he carried express matter to and fro between Washington and Baltimore. The understanding was distinct, however, that he was not to include in the matter carried either mail, letters or newspapers.

"It may be interesting to our friend Mr. Baugh to know that the first suggestion

of a dining car was made in 1843. They did not call it a dining car in that day; they called it a refectory car, another name for the same thing, just as a 'rose by any other name would smell as sweet.' A gentleman brought to the board of directors a proposition that he be permitted to fit up a car for use on what we then called our Main Stem. It was referred to a committee and, so far as the records go, there is nothing further about it; we do not know whether it was consummated or not. But here is the genesis of the dining car so far as the Baltimore and Ohio is concerned.

"I do not know whether there is any relation, Mr. Chairman, between dining cars and the animals that were killed on the road, but that comes next. In 1843 there was a model of a device for throwing animals off the track submitted to the board and referred to the superintendent, and that was the inception of the cow-catcher as we now know it.

"I am interested in bringing to the attention of our friends of the Accounting Department the date at which they first began. Of course, we have always kept books. When our Company began, you know, pretty nearly everybody was in one room; certainly for some years later the secretary and the treasurer were together, and, for a part of the time, the secretary and treasurer were one and the same person. But at one time in the history of the Company they came to the conclusion that perhaps they ought not to have the man who kept the books keep the cash (laughter), so they undertook to separate the bookkeeping from the treasury and the secretarial end of it, and they appointed Mr. Manning, a secretary of the Company, as its first auditor. That was done in 1853 by action of the board on June 8 of that year.

"In 1854, we believe, the first car used as a sleeping car was put upon the road. You all know that in 1863 Mr. Pullman built his first sleeping car, the 'Pioneer,' but this antedates Mr. Pullman nine years. The board ordered a car fitted up for night travel and used the seats invented by Mr. Holmes. It does not give his initials.

"I want to say something and then I want to give Mr. Thompson a suggestion. I do not know whether it will be of value to him, but at least I am going to tell him something that was done and if he can do the same thing it will be all right.

"I do not know whether you gentlemen know it, but in the early stages the great thing that was carried by the Baltimore and Ohio Railroad was flour, and for some years that was its principal item of freight; but in 1848—the Baltimore and Ohio having reached Cumberland in 1842—in 1848 for the first time bituminous coal over-topped flour, and it has been first in the race since, nothing else ever having caught up with it. We were hauling in 1848 about—well, 216,000 tons, and 36 per cent. of that was bituminous coal. When you look at flour now it is seven-tenths of one per cent. I am not talking about the grain, but the flour, flour in barrels, seven-tenths of one per-cent., while bituminous coal is forty per-cent. of our tremendous traffic. In that connection I want to make my suggestion to Mr. Thompson. Mr. Willard, our president, said this morning that one of the difficulties with our car movement was that thirty-seven per cent. of the time, as I recall it, the car was in the hands of the man to whom the goods were consigned. If he will do what the board did back here in 1856 I think he can reduce that thirty-seven per cent. to almost nothing. The board of directors adopted a resolution that 'A demurrage charge of $5.00 per car per day be made on all cars not unloaded in twenty-four hours.' " (Applause and laughter.)

Are you "doing your bit" in saving food for our allies and our soldiers and sailors ?

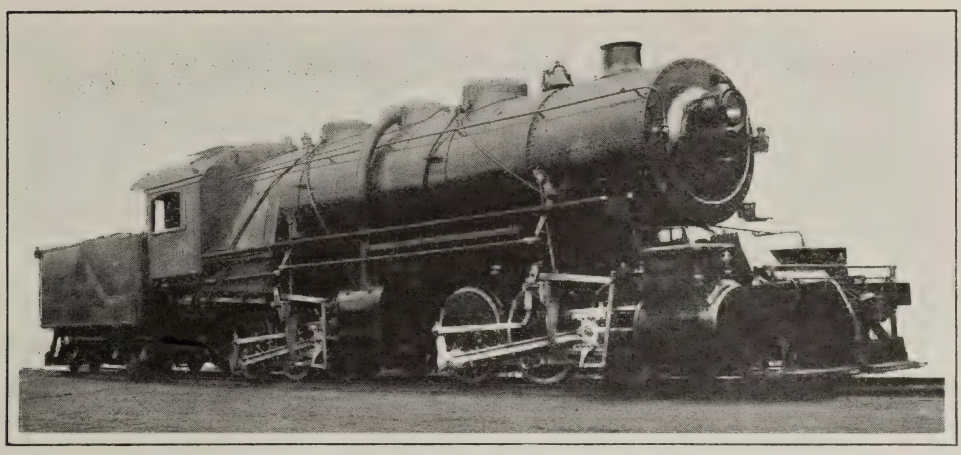
You Can Help Win the War by Conserving Food

THE chief part of the burden of finding food supplies for the peoples associated with us in war falls for the present upon the American people, and the drain upon supplies on such a scale necessarily affects the prices of our necessaries of life.

Our country, however, is blessed with an abundance of foodstuffs, and if our people will economize in their use of food, providently confining themselves to the quantities required for the maintenance of health and strength; if they will eliminate waste; and if they will make use of those commodities of which we have a surplus and thus free for export a larger proportion of those required by the world now dependent upon us, we shall not only be able to accomplish our obligations to them, but we shall obtain and establish reasonable prices at home. To provide an adequate supply of food both for our own soldiers on the other side of the seas and for the civil populations and the armies of the Allies is one of our first and foremost obligations; for if we are to maintain their constancy in this struggle for the independence of all nations, we must first maintain their health and strength. The solution of our food problems, therefore, is dependent upon the individual service of every man, woman and child in the United States. The great voluntary effort in this direction which has been initiated and organized by the Food Administration under my direction offers an opportunity of service in the war which is open to every individual, and by which every individual may serve both his own people and the peoples of the world.

We cannot accomplish our objects in this great war without sacrifice and devotion, and in no direction can that sacrifice and devotion be shown more than by each home and public eating place in the country pledging its support to the Food Administration and complying with its requests.

WOODROW WILSON



LOCOMOTIVE No. 7000—FORMERLY No. 2400

The First Mallet Articulated Compound Locomotive Built in America

By W. C. Geraghty
Motive Power Inspector, Southwest District

BELIEVING that it would be of interest to our readers and especially to the employes of our great railroad, to know that the Mallet type of locomotive, the type which has made such wonderful strides on American railroads, was introduced in this country by the Baltimore and Ohio, we take pleasure in giving some information pertaining to its construction and operation.

The constantly increasing demand for heavier power, made by most railways in the country during the last decade, brought out various designs which, on account of rail pressure limitations, required so many coupled wheels, that the length of the rigid wheel base made them unwieldy to operate with efficiency. This demand for greater power was, of course, greatest in mountain districts where heavy grades and sharp curvatures generally go together, necessitating for safe operation comparatively short wheel bases, reduction in engine resistance and wear of wheel flanges and rail, together with moderate weight of the working parts of the engine.

In 1902 the American Locomotive Company decided to work out a design of a heavy, powerful locomotive for the Baltimore and Ohio Railroad, having two sets of engines under one boiler, capable of adjusting themselves independently to the alignment of roads with curvatures up to thirty degrees, on the principle developed by the prominent French engineer, M. Anatole Mallet, of Paris.

Mr. Loree, then president of the Baltimore and Ohio, considered the question seriously; but it was first thought that it would be of no advantage to the Company, even if it proved successful, and the subject was left undecided for some time. In the latter part of 1903, on the recommendation of J. E. Muhl-

feld, who in the meantime had become general superintendent of motive power, the Baltimore and Ohio ordered one engine of this type, which was built at the Schenectady works of the American Locomotive Company during the winter of 1903.

This Baltimore and Ohio locomotive, which was of unusual dimensions for that time, was exhibited at the Louisiana Purchase Exposition at St. Louis in 1904. A great number of locomotives of this type, of various sizes, have since been built for other roads as forerunners of what promises to be the most powerful and efficient type of freight engine of the future. The form permits of the application of cylinders of largest dimensions, as well as of the largest boiler capacity, by the distribution of the weight over a long wheel base and over many driving axles.

In this type of engine, each pair of cylinders is connected with three pairs of driving wheels, the rear high pressure group being rigidly attached to the boiler, while the forward or low pressure group is on a swiveling frame, the motion of which about its center is duly restrained by springs, which also tend to bring the forward group of wheels into proper alignment when the engine enters a tangent.

The total weight of the engine in working order is 334,500 pounds, or slightly over 10,900 pounds per running foot of wheel base. The normal tractive power when running compound is about 70,000 pounds, but this can be increased (by working the engine simple) to 85,000 pounds.

The high pressure engine has piston valves, the low pressure engine has slide valves. Both are fitted with the Walschaert valve gear. The reverse lever is arranged to be operated either by hand or by compressed air, as preferred. The high pressure cylinders are provided with intercepting, reducing, and high pressure exhaust valves permitting the use of live steam (at reduced pressure) in the low pressure cylinders when circumstances require.

Following are the dimensions of this engine: diameter of cylinders, inches, H. P. 20, L. P. 32; stroke of piston, inches, 32; diameter driving wheels, inches, 56; outside diameter of boiler at front end, 84; working steam pressure, 235 pounds; length of firebox, inches, 108; width of firebox, inches, 96; number of tubes, 436; total weight in working order, 334,500 pounds; weight on driving wheels, 334,500 pounds; factor of adhesion, 4.67; tractive power, pounds, 70,000; tractive power, working simple, 85,000 pounds.

As the subject of this paper is an articulated compound locomotive, and as they embody some special features peculiar to this style of locomotive, we take pleasure in explaining them.

An articulated locomotive is one having two sets of cylinders, driving independent groups of wheels which support two sets of frames, joined by a hinge or pivot joint. The leading set of frames, cylinders and driving wheels support the forward end of the boiler and swivel radially about the pivot connection, giving the effect of a truck and thus reducing the rigid wheel base.

An intercepting valve is a device used on compound locomotives, and located in the saddle of the left high pressure cylinder between the receiver and the exhaust passages from the high pressure cylinders, and practically automatic in its operation. It consists of a reducing valve, intercepting valve proper and an emergency or high pressure exhaust valve. The reducing valve controls the admission of live steam from the boiler to the receiver pipe, and reduces its pressure so that the low pressure cylinders will do the same amount of work as the high pressure cylinders. The intercepting valve opens or closes the receiver pipe to the exhaust from the high pressure cylinders, and the emergency valve permits or prevents this exhaust from escaping through the main exhaust to the atmosphere.

The intercepting valve chamber is the cavity in the cylinder saddle in which the intercepting valve is placed.

The intercepting valve chamber head is the cover for closing the opening of the intercepting valve chamber in the cylinder saddle and containing the dash pot.

The intercepting valve stem is the stem to which the intercepting valve is attached, and on which the reducing valve slides. The dash pot piston is attached to the opposite end.

Intercepting valve stem packing consists of metal rings around the valve stem to make a steam tight joint for the reducing valve.

When this engine was built, it was number 2400, but it is now number 7000, and is used in hump service in our Chicago Junction yard.

While this engine was the largest and the only one of its kind in the United States in 1904, with cylinders 20 by 32 and 32 inch stroke, the Baltimore and Ohio Railroad now has Mallets with cylinders 26 by 41 with 32 inch stroke that have a tractive power of 101,300 pounds, and a total weight of 493,000 pounds.

Engineers and Firemen—Save Fuel

Below is reproduced a notice sent out under date of October 17 to engineers and firemen on the Newark Division. It is so plumb full of horse-sensical advice that we are passing it along:

Our attention has been called to, and it is also an evident fact, that the fuel situation with the Railroad Company, and the country as well, is very serious at the present time, and it behooves all of us to do whatever can be done in the way of saving fuel.

It is estimated that the railroads of the United States will consume at least two-thirds more coal this year as against last year owing to the heavy increases in business, and if each engineer and fireman on the Newark Division could manage, in some way, to save one hundred pounds per trip, this item alone would make a remarkable showing. This can be brought about in many different ways—some as follows:

Very careful and correct operation of the engine on the part of the engineer. This includes pumping and regulating of reverse bar and throttle.

Reporting small defects on the engine that contribute to the extra consumption of fuel.

Careful building of fire on ready track by fireman—eliminating as much as possible the use of blower.

Careful firing by using uniform scoops of coal.

Keeping the coal scraped back in gangway while engine is in motion, to avoid loss of coal along right of way.

Bringing fires into terminals light and well burnt out.

Carefully attending to fires while in sidings, not allowing same to die down, which might result in engine leaking.

In trying to bring about results as above mentioned, it is very essential that both the engineer and fireman cooperate along these lines. Owing to the government, on account of the war, taking a number of our experienced firemen, at the present time we have many new men, and we all realize that we were new men once ourselves and depended on the instructions of others for success. Each engineer should make a special effort to instruct all new firemen regarding the proper methods of firing and in saving fuel, and by so doing we are satisfied that good results can be obtained.

Hoping this information will be of benefit to all concerned and that each engineer and fireman will make a special effort to do all he can along the line of saving fuel, not only as a benefit to the Company but to the country in general and "help win the war" in this way.

WILLIAM STRECK
R. A. VERNON
Road Foremen of Engines

Don't Read This

Carelessly

Let it Rivet Your Attention—Get it Into Your System—Keep it in Your Mind

To All Agents, Baltimore and Ohio System:

Don't Take

any more time to settle a Loss and Damage claim than is absolutely necessary. Placing the claims in a pigeon hole or drawer to handle at a future date is a

Bad

practice. You will forget them and allow them to lie there. The claimant is wanting his

Money

and getting sorer and harder to deal with. Clean up your claims now. Keep them cleaned up.

Get the Habit

of having your force familiarize themselves with the Official Classification and intelligently pass on freight when offered for shipment; know that containers are sufficiently strong to carry to destination and are legibly marked. See that all freight shows consignee's name, city and state and make necessary notation of any exceptions. The practice

Of Analyzing Causes

for astray billings, short reports, damage reports, erroneous loading and delivery against your station and following up each case will make claims against your station few and far between,

And Keeping Good Records

will assist us in preventing claims, as well as the adjustment of them and save much unnecessary correspondence.

This Will Please Our Patrons And

get their shipments to destination promptly and in good order. Less loss and damage to freight not only means fewer claims, but it is an excellent argument to

Increase Traffic

Claims that are preventable are many. Avoid the causes. Take advantage of your opportunities and make THE BALTIMORE AND OHIO the best and safest route for freight to travel.

Yours for Prevention,

C. C. GLESSNER,
Auditor Freight Claims



CHANGES AND PROMOTIONS

F. E. Blaser Promoted to Assistant General Manager of Eastern Lines

F. E. BLASER, general superintendent of the Maryland District, on November 1, was promoted to assistant general manager of Eastern lines, with headquarters at Baltimore.

Mr. Blaser was born December 14, 1858, at Tomah, Wisconsin. He was educated in the grammar schools of his native place and in 1871 entered railway service with the Chicago, St. Paul, Minneapolis & Omaha Railway as water boy, and until 1900 was telegraph operator, station agent, brakeman, freight and passenger conductor, train dispatcher and trainmaster in the employ of that road. He came with the Baltimore and Ohio as superintendent of the Ohio River Division in August, 1901, and in April, 1903, was transferred to Wheeling as superintendent of that division. In February, 1904, he was placed in charge of the Cumberland Division and in April, 1910, was made general superintendent with headquarters at Baltimore, which position he held at the time of his recent promotion.

M. H. Cahill Made General Superintendent of Maryland District

M. H. CAHILL, general superintendent of the Pennsylvania District, has been promoted to general superintendent of the Maryland District, with headquarters at Baltimore, succeeding F. E. Blaser. The change was effective November 1.

Mr. Cahill was born at Lexington, O., November 19, 1872. He entered railroad service with the Baltimore and Ohio in November, 1887, as a telegraph operator at Lexington, Ohio. In October, 1892, he was advanced to train dispatcher at Akron, and in February, 1905, became division operator at Akron. He was promoted to trainmaster of the Pittsburgh Division on May 1, 1910, and to assistant superintendent of the same division May 1, 1912. In August, 1912, Mr. Cahill was advanced to superintendent of the Newark Division, resigning November 5 of that year to accept a position with the Delaware & Lackawanna Railroad, at Buffalo, N. Y. He re-entered Baltimore and Ohio service May 15, 1913, as assistant superintendent of the Cumberland Division, at Keyser, and in the

fall was made superintendent of the New Castle Division. On January 1, 1915, he became superintendent at Baltimore, and on August 3 of the same year was transferred to Cumberland as superintendent at that point, where he remained until October 1, 1916, when he was made general superintendent of the Pennsylvania District.

J. F. Keegan Becomes General Superintendent of Pennsylvania District

J. F. KEEGAN, general superintendent of the West Virginia District, on November 1, was promoted to general superintendent of the Pennsylvania District, with headquarters at Pittsburgh, succeeding M. H. Cahill.

Mr. Keegan entered the service of the Company in 1890, as a telegraph operator at Lorain, Ohio, and later served as car distributer and train dispatcher of the Cleveland Division. In May, 1903, he was promoted to division operator of the Cleveland Division and in January, 1904, became assistant trainmaster of the Wheeling Division. Mr. Keegan was later made trainmaster of the Ohio River Division, being transferred in that capacity during December, 1910, to Keyser, W. Va., and on March 15, 1911, was advanced to superintendent of the Wheeling Division. He was transferred to Grafton on October 9, 1911, and on May 15, 1913, was advanced to superintendent at Garrett, Ind. On January 1, 1916, he was made general superintendent of the Wheeling District, with headquarters at Wheeling, W. Va., and on July 1, 1916, was advanced to general superintendent of the West Virginia District.

J. M. Scott Promoted to General Superintendent of West Virginia District

J. M. SCOTT, superintendent of the Monongah Division, was, on November 1, promoted to general superintendent of the West Virginia District, with headquarters at Wheeling, W. Va.

Mr. Scott was born in Charleston, W. Va. He entered railroad service with the Chesapeake & Ohio Railroad in 1891 as operator. In 1892 he was an operator in the employ of the Cincinnati, Hamilton & Dayton Railway and was promoted to train dispatcher with that road in 1895, being advanced to trainmaster in 1903. Mr. Scott became superintendent in 1905, and continued in this capacity until August 1, 1910, when he entered the service of the Kansas City Southern, leaving that service to take a position as inspector with the Indiana State Railroad Commission, January 1, 1911. On August 5, 1912, he again entered railroad service, accepting a post with the Baltimore and Ohio as supervisor of transportation, reporting to the superintendent of that branch of the operating department. On January 1, 1913, he became assistant superintendent at Keyser, and on May 15, of the same year, he was transferred to the Monongah Division, with headquarters at Grafton, W. Va.

J. W. Deneen Appointed Superintendent of Monongah Division

J. W. DENEEN, assistant superintendent of the Cumberland Division, was appointed superintendent of Monongah Division, effective November 1, with headquarters at Grafton, W. Va., succeeding J. M. Scott.

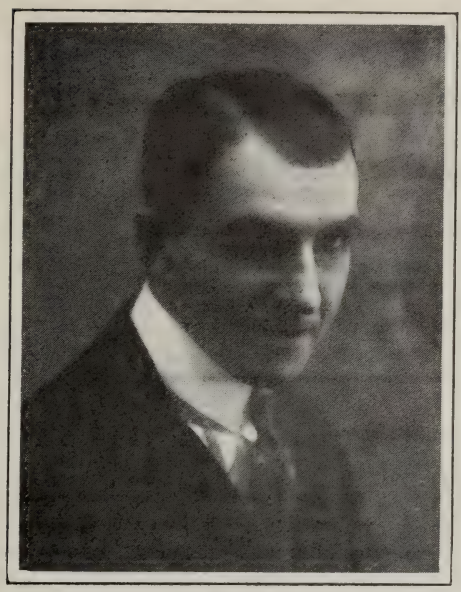
C. M. Stone Promoted

By S. M. DeHuff
Wire Chief, Connellsville

> Effective October 10 C. M. Stone is appointed Assistant Superintendent of the Connellsville Division.

IN the simple wording of the above bulletin is contained a striking example of typical Baltimore and Ohio recognition of ability and meritorious service.

To attain the position of assistant division superintendent at the age of thirty-



C. M. STONE

four years bespeaks efficiency and unqualified devotion to the interests of the Baltimore and Ohio in tones sufficiently loud for all to hear.

The Connellsville Division is justly proud of C. M. Stone and his achievement.

Born in Dillsburg, Pa., July 5, 1883, Mr. Stone received his education in the public schools of that place and under a private instructor in Mechanicsburg, Pa. Studying and mastering telegraphy at the age of seventeen, he accepted a position as telegraph operator with the Philadelphia & Reading Railway in 1900, remaining with that company until 1903, when he entered the service of the Baltimore and Ohio in the same capacity on the Connellsville Division.

Appointed relief agent in 1908, Mr. Stone advanced to the position of assistant trainmaster in 1912. Three years later he was appointed trainmaster, which position he held at the time of his promotion to the office of assistant superintendent.

Despite the time and efforts exacted by the arduous duties of his various official postions, Mr. Stone always found time to devote to the promotion of clean sports among the railroad men; the record established by the Connellsville Division baseball clubs for the past two years under his management is evidence of that fact.

C. M. Stone's success furnishes fitting proof that ability and real worth never go unrecognized by the Baltimore and Ohio.

A. D. Rosier Made Assistant Storekeeper in Pittsburgh

ON November 1 A. D. Rosier was appointed assistant storekeeper at Pittsburgh, vice J. Ferrence, assigned to other duties.

A Suggestion In Office Economy

By Alma Ullmann

Stenographer, General Manager's Office, Cincinnati

FROM a careful study of the subject of economy in stationery and supplies during my twelve years of service, one of the small items that came to my attention was throwing away used hektograph ribbons, which are not only expensive, but can hardly be used to their fullest extent owing to the fact that copies must be clear and legible.

I experimented one day by taking a ribbon and putting it in an empty paste jar and filling it with water. After a couple of days I found I had a very fine grade of ink. At the time of this experiment ink was very cheap and the suggestion was not considered important enough to warrant its use, but the price of ink has gone up so abnormally and the quality is so very poor, I feel justified in bringing it to the attention of all employes of the Baltimore and Ohio Railroad.

Save your hektograph ribbons and place one of them in any empty quart ink bottle or paste jar and fill with water; it will save buying ink and give splendid results. The experiment is worth trying. A quart of ink saved in each office on all the divisions of the Baltimore and Ohio per month, would bring surprising results when figured in dollars and cents.

Operation and Maintenance of Electric Headlights on Locomotives

Inasmuch as approximately 500 Baltimore and Ohio locomotives are now equipped with electric headlights. and as additional locomotives are being equipped each month. it is felt that a brief catechism of the principal features of the operation and maintenance of this equipment will be of interest and benefit to all concerned in locomotive operation.

Article 1—Operation

GENERAL instructions to enginemen on the operation of electric headlights are given on pages 90 and 91 of Form 1118-D—Rules and Regulations Governing the Handling of Air Brakes, Train Air Signals, Electric Headlights, Lighting and Heating Passenger Cars—which it is the purpose of the following catechism to amplify.

Q.—When is the electric headlight to be used?

A.—Only when darkness makes necessary the use of a headlight, cab lights or classification lights, except on certain locomotives equipped with generator sets for lighting the train in addition to the locomotive lights, when it may be desirable to furnish light for the passengers earlier than required for the locomotive.

The generator set is not to be operated when daylight makes unnecessary the use of cab lights but may be operated to furnish light for the headlight or cab lights while passing through tunnels.

Q.—How is the generator set started?

A.—By opening, first, valve in drain pipe; second, both valves in steam supply pipe to generator set. After generator set is started close valve in drain pipe.

Q.—Is there any danger of being "shocked" on any part of the headlight equipment?

A.—No. The low voltage, thirty-two volts, eliminates any danger from shock.

Q.—How is the headlight lamp controlled?

A.—By a special knife switch mounted on the ceiling of the cab, above the engineer's seat. When switch blade is in central position the headlight will be off. When blade is thrown forward the headlight will be on at full power. When thrown in reverse position the "dimmer" will be cut in.

Q.—What is the "dimmer," and what is its function?

A.—A device in the form of a small resistance coil, mounted beside the switch, which is connected in the headlight circuit when the switch blade is thrown backward, reducing the power of the headlight.

Q.—Why is the power of the headlight reduced by means of the dimmer?

A.—The glare of the headlight, while on at full power, is such that it tends to blind anyone in line of the beam while looking directly at the locomotive, such as switchmen working in the yards or enginemen on opposing engines. In switching in the dimmer the light is diminished and the blinding effect reduced.

Q.—When is the use of the dimmer required?

A.—The dimmer is always to be used when locomotives are standing at terminals, division points or on sidings and running through yards or passing approaching trains.

Q.—Are all locomotives provided with dimming device?

A.—No. Only road locomotives, the switching locomotives using a headlight lamp of much lower power than that of the road locomotive, which makes unnecessary the use of a dimmer on switching or yard locomotives.

Q.—What and where is the engineer's order lamp?

A.—A lamp in a small fixture, mounted in the cab above the engineer's seat and provided with key switch for turning on or off the light when used for reading train orders.

Q.—What other lamps are used on the locomotive?

A.—Classification lamps, with key switch sockets, mounted inside the standard signal lamps; engine number lamp, mounted in the top of the headlight case; lubricator, pressure gauge and water gauge lamps, with keyless sockets, enclosed in separate lighting fixtures; and deck lamp mounted above the gangway for lighting the coal pipe and for the fireman's safety and convenience in climbing over the tank when taking water. The number, lubricator, gauge and deck lamps do not have key switches and these lights are controlled by starting and stopping the generator set.

Q.—Are any extra lamps carried on the locomotive?

A.—No.

Q.—What is done in case of failure of the headlight lamp?

A.—One of the classification or cab lamps which can best be spared is substituted and used until the nearest point is reached at which the standard lamps are regularly carried. Headlight lamps are not to be used in any of the sockets in the cab or classification lamps.

Q.—Is there any danger of the turbine or steam pipes freezing?

A.—Only in very cold weather, at which time the valves in the steam supply and drain lines are slightly opened, or "cracked," when the generator set is not running.

Q.—Can headlight or cab lamps be used on the ordinary shop or building lighting circuits?

A.—No. They will burn out quickly and possibly explode.



STANDARD TRACK NEAR OUTVILLE, ON THE NEWARK DIVISION



Letters From Baltimore and Ohio Men in France

THE following interesting letter was received by W. H. Averell, general manager New York Terminal lines, from A. N. Stuhl, a former employe of the Baltimore and Ohio Railroad, and who is now "somewhere in France." It would seem from Mr. Stuhl's letter that he is busy dodging "Fritzy's" shells, and that his occupation is somewhat more hazardous than when he was in our employ. His statements regarding the devastation of that part of France once occupied by the Huns, but from which they have been driven by the Allied arms, will be read with interest.

SOMEWHERE IN FRANCE,
September 17, 1917.

Dear Mr. Averell:

Thought I would drop a few lines telling you how our railroad is over here.

I am working in the mechanical department, around the yards and engines, as well as getting familiar with the tracks. We are operating the small 406-O Baldwin engines, just like the ones Dailey & Ivans are using on the Arlington job, and also petrol tractors. The engines have a solid copper fire box and, believe me, we do some work with them.

We are about four or five miles from the front and operate between here and the trenches and batteries. Every once in a while Fritzy sends a shell over. Our tracks are a two foot gauge and quite often we have a derailment. The ground about us was formerly occupied by the Germans, but they were driven out. There are no inhabitants here except soldiers. The place is simply ruined. We have quite exciting times here when an air battle is going on. Our boys try and get down one of Fritzy's planes and, of course, we duck the shrapnel. We are supplied with the gas mask and a steel helmet. I suppose you are busy as ever sending over supplies to this country? Well, send them along, as we can use all. We are also doing business on a large scale, handling ammunition, rations, etc., to the trenches. Carl and I are both with the New Haven Regiment. I would have gone with the Baltimore and Ohio, but the others started first. Both of us are feeling fine—getting fat and getting good looking, too.

Trusting all my friends are well, and anxiously waiting to be back again I remain,

Yours truly,
A. N. STUHL ("Tony").

Company E, 14th Engineers (Railway),
American Expeditionary Force in France.

Captain Pattison, Former Assistant Engineer, Pittsburgh Division, Praises Facilities Provided By Government

ON page 70 is a photograph of Captain T. Sommerville Pattison and Captain Richard Brooke, former Baltimore and Ohio men "somewhere in France" with the Fifteenth Regiment Engineers (Railway). That they are "doing their bit" is evident from a letter received by J. L. Suesserott, assistant engineer of the Pittsburgh Division, which reads in part as follows:

A. E. F., FRANCE, October, 1917.

Have been so infernally busy and have had so few conveniences that writing has been out of the question.

I can give you no details of our life on account of the censor regulations and no comprehensive news of the war on account of ignorance. We see no newspapers, except the hopelessly expurgated Paris editions and the dailies from the States. I am sure you in America have a much clearer idea of the war's progress and a much broader perspective than any of us have over here on the front. You remember we used to agree that this would be the case? However, I am not complaining about the censorship rules. I credit the Germans with a wonderful espionage system, and am willing to remain in the dark if *they* can be kept so.

One feature of war didn't impress me fully until I came to France—the immensity of it. Both France and England are armed camps. I have traveled the length of each and am satisfied that no effort is being spared. And you can't begin to realize how many, many soldiers are in use.

Have not as yet seen as much of European railroads as I later hope to, but from what I have seen would say that they have developed the ideal system for short hauls of small cargoes; our own methods would not answer here at all, admirable as they may be for our purposes. I would say that their operation is not so good as ours, but that the mechanical and maintenance are superior.

The Breton does his maintenance of way work beautifully. In fact, wherever an abundance of cheap labor will effect improvement the improvement is there; the supervision seems to lack "pep."

Pittsburgh ought to be mighty proud of the enlisted men in its regiment. They are far and away superior to the men of other organizations I have seen. I know they have made a fine impression on the army officers with whom they have come in contact. I am commanding a company now and am very enthusiastic about its personnel. They work hard, but have lots of fun, too. There are several Baltimore and Ohio men in the regiment, all doing well. Richard Brooke is here with me while I am writing this and we are doing business with lots of steam.

Hope the administration continues its present efficient care of the men. There is nothing a reasonable man could desire, yet many complain, and I confess I get disgusted with any one who can't do business with the splendid facilities we have. Other troops look at the Americans in awe and can't believe what their eyes see in the way of equipment, clothing and food.

Remember me to all my Baltimore and Ohio friends. With best wishes, I am

Your sincere friend,

T. S. PATTISON.

Captain, Commanding Co. B,
15th U. S. Engineers,
A. E. F., France.

Sign the Food Saving Pledge NOW—and KEEP it!

Bowlers Competing for Team and Individual Trophies

Handsome Cups Offered by Vice-President Davis and Frank H. Clark, General Superintendent of Motive Power

KEEN rivalry is expected between the bowling league teams on the Baltimore and Ohio System this season. Much interest was manifested in the games played last year all along the line and reports indicate that the "battles" to be waged on the alleys this season will be fought to a finish.

As an added stimulus to the movement for clean sport, vice-president J. M. Davis last year offered a championship cup for the team making the highest duck pin score three years in succession, while Frank H. Clark, general superintendent of motive power, will give a cup to the player who makes the highest individual score with wooden pins this season. Players aspiring to the latter prize would do well to peruse Rule No. 11 as set forth on the opposite page.

There should be no dearth of contestants in the games this year as this sport is enjoyable, healthful and desirable, and is an excellent entertainment for the man who is burdened with business cares during the day. Get in the game—the more leagues that get in line to combat for the prizes the stiffer the fight, and greater the honors that will go to the winning team or individual.

The Transportation Department team won the Davis Cup in last year's contest, and R. D. Guerke showed his prowess by capturing the individual medal, which was also offered by Mr. Davis. Therefore, it behooves members of the teams representing other departments to get in shape for this season, for it is reasonable to believe that last year's winners have not lost any of their pugnacious tendencies and some time ago they invaded the alleys for the purpose of "getting into the stride."

The beautiful cup which Mr. Davis presents should be coveted by all lovers of sport, as it would stand out most prominently amongst any collection of trophies, and could always be looked upon with pride. And only one team can win—why not that team be yours? Let yours be the one to carry off the cup this year, and, what is more, why should not one of your team members be the one to capture the cup offered for the highest individual score in games in which wooden pins are used? Of course, many things will contribute to the success of the winning team or individual, but, perhaps, the most essential is to get a good start. Become enthused, and start early to master the "curves" of the ball and learn how to control your arm, so that you will have the correct swing. Also, note that Rule No. 12 forbids players sliding over the foul line. Many players have acquired the knack of violating this rule, so here again practice will not be amiss. To avoid too many persons crowding on the alleys the same rule requires that only the captains of each team and two players will be allowed "inside the ropes."

During former years teams were organized in divisions here and there on the System, but they were not recognized as a league. Now that a league has been formed every effort should be made to make it as strong as is in the country. This cannot be accomplished if the members do not come to the fore with the firm purpose of doing his share in making his team a more skillful one and a better organization.

Rules Governing Baltimore and Ohio Railroad Bowling League Games

1. All bowlers must be bona fide employes of the Baltimore and Ohio Railroad Company.
2. The officers of each divisional and unit bowling league will consist of a president and secretary-treasurer and an executive committee composed of the captains of the teams comprising the league.
3. The president shall preside and preserve order at all meetings.
4. The executive committee will hold meetings when notified by the secretary of the league to discuss any grievances that have been presented by captains of league teams, and a majority vote of the committee will decide any questions of dispute coming up within the league, if same does not conflict with the general rules governing all the leagues. Final decision, when necessary, will be passed by the General Athletic Committee, Welfare Bureau, Baltimore, Md.
5. The secretary-treasurer will keep a complete record of all proceedings of the executive committee, conduct all correspondence, keep a full report of all match games played throughout the season, calculate and declare the standing of the various teams of his league and the standing of the individual players during and at the close of the season. The secretary-treasurer will, each week during the season, also report to the general secretary, Baltimore, Md., the individual and team scores of his league members and teams, of all games covering the sixteen consecutive weeks, ending March 31, 1918, and will compile team and individual averages at the end of each four week period during the sixteen weeks; these are likewise to be sent to the General Secretary at Baltimore.

The secretary of each league will furnish weekly bulletins of results of contests and club standing to the captain of each team in his league.

6. The captains of opposing teams will arrange between them on nights of contests to report results of games to the secretary of their league; the score sheets to be signed by the captains of the two clubs. Score sheets covering league games for each of the sixteen weeks ending March 31, 1918, must be approved by the president and secretary of the league after being signed by both captains of opposing teams before being sent to the general secretary at Baltimore.
7. The secretary-treasurer of each team will send a correct list of its members and the name of its captain to the secretary of each divisional and unit league with which the team is affiliated, not later than ten days before the opening of the league season. Any team entering a new member after the opening of the league season, shall send such name to the secretary of said league in order to reach the latter at least one week before allowing such player to roll in any league game. The score of any person not eligible to bowl shall not be counted in any game or games in which such person has participated.
8. In all games, five players from each club shall constitute a full team, although each team may have as many as ten registered players on its list throughout the season.
9. Every league must consist of two or more teams.
10. A player having bowled with one team will not be eligible to bowl with any other team in the same or any other Baltimore and Ohio league without the consent of the executive committee of that league, and the General Athletic Committee.
11. A bowler must participate in two-thirds of the forty-eight games rolled for sixteen consecutive weeks, ending March 31, 1918, to be eligible for an individual prize.
12. The captains of each team and the two players rolling at the time should be the only ones allowed on the alleys at one time during the progress of the games. Members must not slide over foul line, and team captains are expected to insist upon the enforcement of this rule.
13. The opposing captains will arrange between them to appoint score-keepers. If possible, two score-keepers should be appointed for each contest.
14. The captain of any team finding it necessary to postpone games, shall obtain the consent of the captain of the opposing team and shall notify the secretary accordingly. All games postponed are to be bowled within one week from date originally scheduled and on the alleys called for by the schedule.
15. Three games will be bowled by each team of the league each week on the date scheduled (except in cases of postponements as covered in Article 14).
16. Four players and a "blind" score of eighty will be recognized as a full team; an absent player will be allowed to take up "blind" score should he arrive during progress of game. Unless four players of a team are present within fifteen minutes after the time a game is to begin, the opposing team will proceed to claim the game by forfeit after rolling its three games.
17. Each team member will be assessed five cents per week for the term of the season—sixteen weeks, ending March 31, 1918, to defray any traveling expenses incident to the final championship contests and for the services of the general secretary whose duties involve considerable detail, labor and experience.

Such dues are to be collected each week by the local secretary-treasurers, who will issue monthly statements to the general secretary the total funds so called to be turned over to the general secretary by each local secretary-treasurer, not later than April 7, 1918.

WELFARE BUREAU.

Health and Welfare of the Railroad Employe

By Dr. E. M. Parlett

Chief of Welfare Bureau

IN order that the term "Welfare," as applied to specific activities promoted by the management of the Baltimore and Ohio Railroad, may not be misinterpreted (as has been, on rare occasions, the case), to convey the impression that it represents the outgrowth of a sentimental whim, let me make it clear that its relation to the Baltimore and Ohio Railroad Company and its 65,000 employes is, in big letters, the word "HEALTH." The prosperity and spirit of concord that goes with health is a natural corollary, as is indeed the harmony of relations between the management and its employes. It is founded upon sane economic principles, thriving and developing upon measured health promoting, disease preventing, law respecting, and labor stabilizing concepts of large modern business vision and policies. Further, it is in no wise to be construed as a charity (the average employe is distrustful of the employer bearing gifts), even though fundamentally humanitarian in its purpose and conception. It is, in fact, a standard which serves a reciprocal, an ideal and satisfying cooperative function. Through the medium of such instrumentalities as come within the scope and sphere of its activities are bound together in closer harmony and unison those protective principles of business activity (and the parties thereto as well) as may be of equal profit and interest to both capital and labor. Such fundamental principles and purposes may briefly and in broad terms be summarized as follows:

FIRST: The care of the health of the wage-earner; which embraces a physical examination on entrance and periodic physical examinations thereafter; health promoting and disease preventing measures, including sanitary surveys of communities where employes live along the line traversed by the railroad; examination of drinking water supplies; the sanitary standardizing of the employes' place of work; supervision of recreation and of rest-houses, and, indirectly, by educational processes, the personal hygiene of the employe and his home environment. All such sanitary standards obviously embrace such matters as ventilation, screening, lighting, illumination (toilet, washroom and locker-room facilities) (dust, gases and fumes), drainage, sewage disposal, physical exposure, the elimination of the common drinking cup, towel, comb,

etc. (fly, mosquito and vermin extermination); (housing, food and clothing); anti-spitting campaign among employes as well as the traveling public, pollution of track, water sheds and navigable streams, chemical, septic tank and other types of toilet experimentation, and other similar and associated matters for the prevention of disease and the promotion of mental and physical vigor.

SECOND: Active cooperation with state, municipal and federal health boards and compliance with municipal, state and federal health laws.

THIRD: Compensation for disability, old age pensions, savings and loan features.

There is on every side ample evidence clearly indicating that one of the most astounding developments in recent years among industrial and railroad corporations has been the broad social vision and the rapid growth and intelligent application of health and welfare (as well as safety) principles to plant and railroad operation, to the substantial advantage of capital and labor from the standpoints of profit, efficiency, decreasing labor turnover, sickness and accident prevention, and the increasing coordination and cooperation between employer and employe.

The foreman or other supervising officer is the pivot upon which, to the greatest extent, either failure or success of such measures balance. When foremen are "misfits" or "non-conductors" of the sentiment and policies of the management, and do not act in proper concord and understanding with the Company's spirit for the welfare, health and safety of the men, they, more than any one factor, operate as discouraging and damaging obstacles to the successful operation of the purpose for which such activities are intended. It is, therefore, essential that foremen and other supervising officers who are "non-conductors" should be properly connected up and made active and vibrant as conductors of the management's true policies.

In all welfare activities employes should be invited to take an active cooperative part; participating in athletic contests, serving on sanitation and athletic committees, paying small yearly membership dues in athletic organizations and making suggestions for the correction and betterment of conditions, and should be otherwise stimulated and invited to use their creative instincts and practical ideas along health, safety and general welfare lines. This has been our practice. Thus the employe, in taking an active part, has no ground nor impulse for resentment, nor can he well refuse to cooperate, as he might otherwise do if such activities were to the employe entirely gratuitous and non-cooperative.

In outlining the principles and purposes of welfare it should be made clear that employes are to understand that there is no class or labor distinction in health, hygiene, safety and welfare promotion, and from the standpoint of economic usefulness a clean, healthy body and a sanitary place of work and wholesome home environment, are as important as an asset to the artisan himself as they are to the profit of the management and of the stockholders; and for the employer to learn how to conserve health is of even greater importance to him than to learn how to conserve wealth.

During the last decade or two the development of big new industries, and the expansive growth of old ones, have necessitated concentration into larger industrial units than the world has heretofore known. The individual employer of a few men, and the small workshop and factory of the past, are rapidly being replaced by large groups of employes under one management, with increased capital and the consequent development of newer and bigger problems which affect labor and communities of industrial and railroad centers from joint economic and health standpoints.

Not only has an increased development in hygiene, sanitation and welfare, and the improvement of working conditions, been brought about by the rapid enlargement of industrial units, and the sagacity of wise managements in realizing its influence upon output and labor contentment, but by recent developments in the science of bacteriology, sanitation and public health, which, incidentally

have not only revolutionized the ideas and conditions of society generally, but of the medical profession quite as much, which has, at last, overcome its time-honored tradition of silence in such matters and is joining most encouragingly in public health crusades.

Aside from the preventable disability phase, welfare activities as a distinct department of industries and the necessity or reason for them may be said to be past the experimental stage.

Beneficial and relief organizations, emoluments for meritorious acts, safety and labor saving devices, etc., have and are still bringing good results to the various industrial and railroad corporations that have applied them in order to awaken a keener sense of interest in health, safety, proficiency, thrift, protection and loyalty in the employe. The almost universal tendency is growing stronger yearly to take a greater interest in the employe's welfare, to take him more thoroughly into the confidence of the firm or corporation, its policies and ambitions, and is bringing its own reward to a greater degree as time passes. The success of the various schemes obviously depends upon the nature of the industry, the character of work performed by the units of labor and the concentration of the forces.

To aid in solving the personal financial problems of the employe, the Relief Department of the Baltimore and Ohio serves so admirably the purpose and is so firmly entrenched in the hearts of countless numbers of such employes to whom thrift has beckoned on the one hand and adversity bruised on the other, that a volume would scarce tell the tale so as to do full justice to it. To relieve stricken employes of mental stress incident to financial loss, incurred through physical disability, either through sickness or accident, and through old age; to protect the family in case of the death of an employe; to encourage thrift through its Savings Feature, which guarantees 4 per cent. and has for the last 24 years paid 5 per cent. (and has paid as high as 6 per cent.) on deposits; to stimulate employes to acquire property through loans, which are repaid by easy monthly instalments (at simple interest), are its most desirable and distinctive functions and accomplishments.

A pioneer institution among railroads is the Relief Department, now in existence nearly forty years, which though conducted solely for the welfare of the Baltimore and Ohio Railroad employes, is not an institution of charity, but like the larger and broader general scheme of welfare, is cooperative in function. Were it not operated substantially upon sound economic principles, however, with the inadequate contributions which it receives from its members, the yearly deficit of approximately less than $100,000, as at present experienced, would run far in excess of that. The Company makes good this annual deficit.

The amount on deposit in the Relief Department on December 31, 1916, was $9,627,753.82; the total number of depositors 9,428; the amount loaned to employe borrowers outstanding was $5,604,528.41.

The total savings deposits since 1882 amounted to $21,543,770.72.

The total amount loaned from August 1, 1882, to the end of last year was $18,107,569.98.

As to matters of general sanitation, the obligation to refrain from sanitary and other abuses, etc., is upon the shoulders of the employe. One of the essential means to this end has developed through the appointment of shop sanitary and first-aid committees on the Baltimore and Ohio. A percentage rating of shop sanitation yields a splendid influence for gaining the active support, interest and help of the employe for bettering working conditions, improving toilet, workroom and locker facilities and general housekeeping cleanliness.

To shop sanitary committees having jurisdiction over such matters is furnished a distinctive button, as a badge of identification and authority, for the purpose of stimulating a spirit of moral courage to correct and educate those guilty of committing abuses to property and to the detriment of the comfort, convenience and health of fellow employes. On each safety committee are men appointed from the various depart-

ments of service to report, in conjunction with safety items, all matters pertaining to insanitary conditions of property and equipment.

The operations of the Police Department are of high service in the sanitary field. All such operatives make regular sanitary inspection and reports through the head of the Police Department to the proper responsible officials for correction.

Emergency hospital rooms, with first aid equipment and accessories, are in course of construction at shops over the system. The members of the shop sanitary committees (all carefully selected men) are given instructions and practice in first aid treatment by the medical examining corps.

The approved method in first aid treatment is to bring the emergency hospital to the patient rather than lose precious moments (in emergency cases of serious nature) by taking the patient to some hospital at a distance before rendering simple but adequate first aid, for amelioration of pain and to limit the chance of wound contamination.

The need of adequate rest, companionship, social recreation, the soothing and refining influences of music and good literature, of shower baths, of clean, comfortable beds, in well ventilated and screened rooms, is afforded by numerous Y. M. C. A. and rest-house buildings at lay-over points along the line of road, for the utilization and benefit of members of train crews while away from home. For men in hazardous occupations, where the human equation plays so important a role, physical fitness is of paramount importance for the careful operation of trains. A clear eye and brain, quick and sane judgment, physical poise, steady nerves, painstaking carefulness and calm decision are operating essentials, and without ample and uninterrupted rest, wholesome food, bathing facilities and recreation, the human machine is apt to falter.

Such institutions, when well conducted and properly appreciated, have an invaluable intrinsic worth, and are incomparable as first aids to railroad transportation efficiency. Systematic inspection of Y. M. C. A., rest-house and restaurant buildings and of dining cars, and periodic examination of foods and beverages served employes and patrons; physical examination of cooks and waiters to guard against the transmission of communicable diseases by "carriers," or initial cases, is thus provided for.

In the general dissemination of "company spirit," general technical knowledge, human interest items, and loyalty, the EMPLOYES MAGAZINE is a powerful factor. Everything that transpires on the railroad from New York to St. Louis and Chicago from month to month among employes and officials is there collected for the employes' information and perusal. Now and then he reads in it a brief article on health or hygiene, or on some specific disease, or a lesson in first aid.

As an instrument of welfare, the MAGAZINE is a vital and happy means of cementing a closer relationship among employes and officials and awakening a keener interest in railroading and railroad problems and accomplishments.

Employes' periodic meetings, where short talks on operation, safety, sanitation, loyalty, health, efficiency, etc., are featured, divisional picnics, social, dramatic and glee clubs, orchestras and band organizations, are additional features enjoyed and participated in by employe and official alike, in the interest of the common social welfare.

In the promotion of health, fellowship and fraternalism (the fraternalism that corresponds in spirit and sincerity to the affection one has for one's Alma Mater), the keen rivalry (free of rancor) afforded by athletic contests such as baseball, play an essential and pleasing role on the Baltimore and Ohio. The athletic sports, which put into play the exercise of almost every faculty and power of the brain, the eye and muscular structure, for quick decision, focus and range of vision, and physical stamina, are no longer frowned upon by those in authority as frivolous pastimes; properly supervised and regulated they combine an essential element of business policy. Teamwork is essential to success, whether it be at work or at play, and in its promotion and further-

ance a close intimacy and fellowship develops between the employe and the official. Some officials are as keen to play at the properly scheduled time and place as the lowliest subordinate.

Viewing the matter of health purely from a standpoint of safety, it is abundantly acknowledged that the factors of safety are in definite measure dependent upon the preservation of health. The slow encroachment of disease ofttimes is directly responsible for actions and inertia displayed by an otherwise careful and efficient employe. Too often do we see the causative factor in accidents variously termed "carelessness," "awkwardness," "indifference," etc.

Agility, painstaking care, concentration, carefulness, and thoughtfulness, other conditions being equal, primarily call upon normal physical and mental fitness for their constant fulfillment. That there is an increasing loss of vitality and life through disease, organic and degenerative, especially among American wage-earners, is thoroughly established. Much of this is preventable. Periodic physical examinations, lectures on health topics, outlining fundamentals of personal hygiene, home and workshop sanitation, proper foods, clothing, the avoidance of vice diseases and degenerative diseases from excesses in the use of alcohol, tobacco, etc., do much to curtail the frightful list of casualties, prevent accidents indirectly traceable thereto, and improves the general morale of the employe. This plan is being followed on the Baltimore and Ohio Railroad.

Professor Irving Fisher's report on national vitality affirms that there are constantly three million sick persons in the United States, of whom approximately one million are in the working period of life, 75 per cent. of whom are wage-earners with an average income of $700 a year. The yearly loss because of sickness in the United States is therefore computed in round numbers at over $500,000,000; to this amount Fisher adds another $500,000,000 as the expense of drugs, medical attention, nursing, special foods, etc., bringing the total cost of sickness disability up to one billion dollars annually, one-half of which, conservatively, is preventable. (This ignores the cost to the employer of the lost valuable and expert services of disabled employes, and the cost of educating raw substitutes to replace disabled wage-earners, as it does also the cost occasioned by spoiled product, which is the frequent result of unskilled workmanship and of accidents very prone to occur to the awkward, raw, green substitute employe.)

The preventable loss from death Fisher estimates at one billion dollars annually, which, added to the estimated preventable loss from illness ($1,000,000,000), brings the total loss for disability and death to two billion dollars in the United States alone.

Tuberculosis, malaria, typhoid, small pox, pneumonia and other communicable diseases are preventable, while Bright's disease, heart, arterial, kidney (the cardio-vascular-renal diseases) and other degenerative diseases are deferable until later periods in life, if not altogether preventable.

While there has been a slight but constant reduction in the death rate from sickness generally since 1870 (Metropolitan Life), due to such factors of gradual improvement in the water and milk supply, enlightened health administration, a broader and more specific knowledge of sanitary and quarantine laws, the recognition of infectious, contagious and degenerative diseases, and improved methods for their control; nevertheless, our knowledge and control of occupational diseases and the development of housing, workshop and other sanitary standards, is still in a formative stage of development and practice, yet the public is gradually but definitely taking heed to the efforts of the medical profession to enlighten it.

Through the Welfare and Safety Bureaus of the Baltimore and Ohio Railroad Company the reduction in sick and accident hazard is an added advantage both to the insured and to the carrier, which is the Relief Department. This combination in the conservation of life and limb and the financial losses incident thereto, is a great cooperative movement. Whatever is for the benefit of the employe is obviously for the benefit of the employer

from health and safety standpoints; every arm or leg saved or bodily injury or disease prevented is beyond mere financial estimate valuable to both employer and employe.

Unfortunately, the most proficient and valuable workman (valuable to his family, himself, the community at large and the company for which he works in equal degree) is the man who, in the prime of life (middle age from 40 to 50), is of the class among whom the greatest toll of death and disability from degenerative diseases exists. The death rate among this class from these diseases has increased 40 per cent. during the last 23 years in the United States (Fisher). But it is not to be forgotten that the foundation of these diseases is often laid in early adult life, and it is upon both classes that great effort in matters of health education, with stereopticon and motion picture demonstrations, is being made over the entire system of the Baltimore and Ohio, to prevent disease, to safeguard health and vitality and to defer old age (so called) and death.

Health surveys are being conducted by the Baltimore and Ohio in communities through which its lines traverse. No organization can, nor should, be more interested in determining the exact health conditions in communities where its employes live and where industrial shippers may desire to locate plants, from a strictly utilitarian standpoint, than the railroads.

It is of the highest importance to the Company to know whether health administration in the communities in which it carries on its business is possessed of the functions, interests and elements which insure protection against disease and the possibility of prolonged life to its employes. Assisting and cooperating with state, city and federal health officers is a service which is at once appreciated by them and productive of the best returns in good will and improved health conditions in those communities.

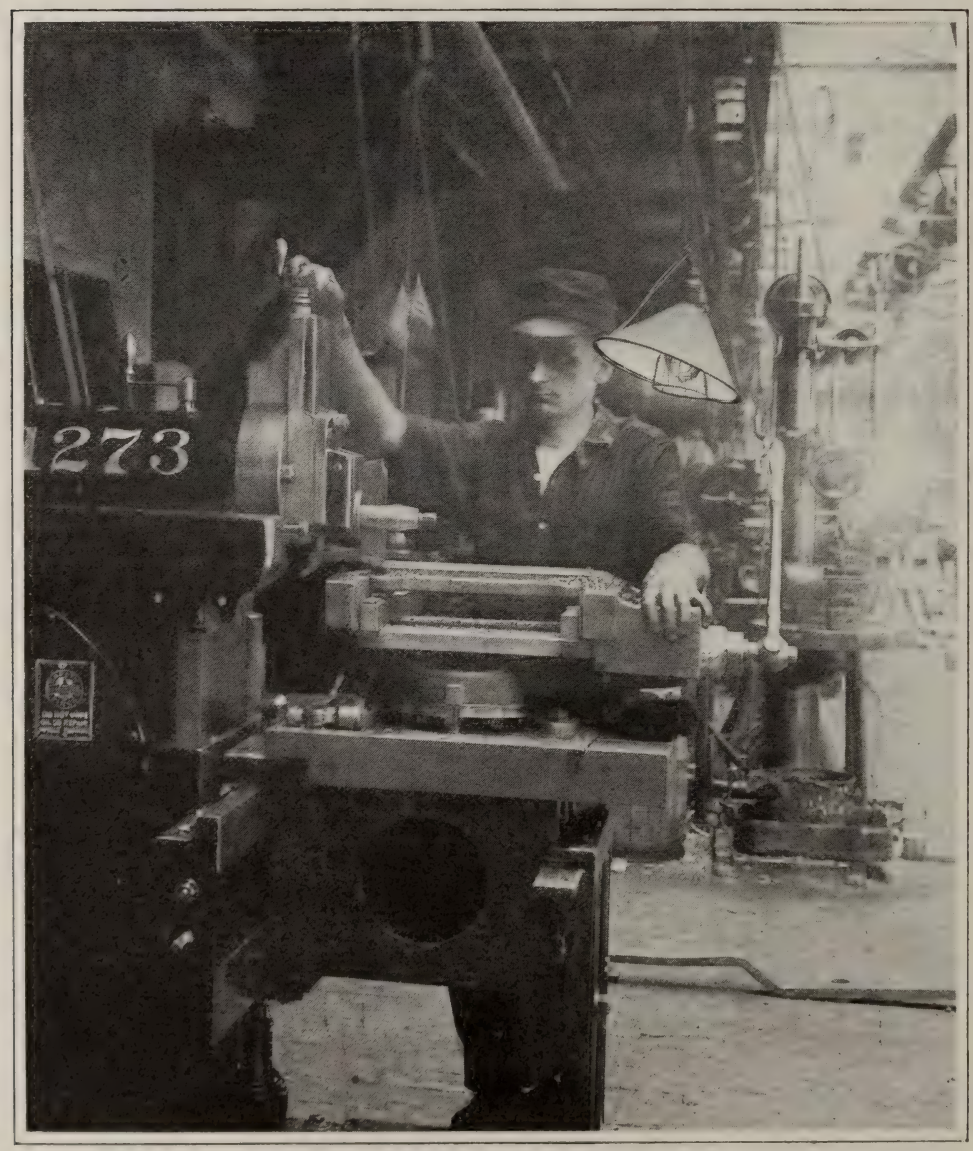
The water supply, sewage and garbage disposal, milk inspection, fly and mosquito extermination, overcrowding in the home and like subjects in every community are matters of vital concern to the individual and public, from a health standpoint. No matter to what high degree of sanitary standardization an industry or railroad may maintain its properties, if the home environment and community sanitary standards are objectionable from a disease-breeding standpoint, that industry or railroad, in consequence, becomes seriously handicapped in advancing the health interests of its employe.

Health boards generally welcome public interest and support in such matters.

We cannot hope to curtail such diseases as tuberculosis, small pox, malaria, typhoid, meningitis, typhus, pneumonia, intestinal diseases and other communicable diseases among our employes in the communities along the lines of the Baltimore and Ohio unless all such communities, and our own shops, properties and equipment, are alike maintained to a high standard of sanitation. To this we must add knowledge and practice of personal hygiene on the part of our employes and the public in the observance of fundamental health laws.

Welfare means something more than a bonus or premium for service rendered, or the maintenance of sanitary working conditions, beneficial and recreative features which railroads and other corporations may promote for their employes. It is, in addition, something which is almost intangible, and which is necessitated neither by legal requirements nor by the nature of the business itself. It is civilization marching onward with industry keeping pace and modern progress advancing toward a sane and practical business ideal. No employe can be as thoroughly efficient, as acceptable, as dependable, as safe, as loyal, nor fill his full sphere of development in life's workshop and playground if he is not the possessor of good health and is doing the work to which he is physically and mentally adapted, and has, in addition, a reasonably sanitary place in which to work and live, and observes the fundamental laws of hygiene. Health and sanitary environment form the foundation upon which reposes the contentment and efficiency of the employe

and the growth and success of the railroad or other industry. The reverse today is disaster, economic and otherwise, for employe and employer. Such disaster is not likely to overcome the Baltimore and Ohio, enjoying as it does a profound humanitarian conception of labor problems and a deep appreciation of the delicate and complex human machinery of the employe, and at the same time enjoying a keen sensibility for progress, expansion, concord and prosperity.



CORRECT ILLUMINATION OF SHOP MACHINE

The light impinges upon the work; not into the eyes of the operator, being slightly to the rear and over the left shoulder. Do not place light in front of operator's eyes as the constant glare is not only injurious but often throws the work in shadow, thereby damaging the sight and resulting in poor workmanship. It is also imperative that the bulb be placed far enough away from the object to avoid excessive local brilliancy

Baltimore and Ohio Commercial Men

Freight and Passenger—Assisting in Handling Business Offered, Instead of Soliciting New Business

THE present crowded conditions of railroads and the consequent delays to freight shipments and passenger trains, as compared with ordinary times, resulting through war conditions has developed a new field for the commercial representatives.

"That business methods are changing on account of war conditions was presented to me in a new light this morning," said one of the biggest shippers of the Baltimore and Ohio Railroad.

"I was in my office wondering how we were going to meet some unfilled orders, when a commercial representative of the Baltimore and Ohio Railroad requested to see me. Expecting he wanted to solicit further orders, I was not in a frame of mind to talk on that subject, and told him, rather curtly, 'I liked his nerve to come and ask me for more business when he could not take care of what I had given him;' but as he suggested his call was for a different purpose, I reluctantly told him to proceed with his proposition.

"He rather astonished me by saying he did not come to solicit business, and that he would not solicit a pound of freight until the railroad was in shape to deliver, in a reasonable time, the shipments that were delayed for one reason and another.

"He frankly admitted that oftentimes the delays were inexcusable, and it was not the intention of his Company to dodge the responsibility and blame it on war conditions, however much such conditions may have affected the case.

"He further stated, that he, with all freight and passenger solicitors, were instructed to bend all their energies toward actually giving the service that they had at some former time promised their Company could do. He asked me for my bills of lading and a memorandum of every grievance I had, and he would personally spend his time in following up the shipments until they were delivered. He astonished me further by asking if I had enough coal on hand and whether there were any supplies needed in my business that the railroad company might help me in securing.

"There were a lot of things I needed, and instead of having my own men look them up, I turned them over to the railroad man and frankly admit that the results were most gratifying.

"I cannot say whether other railroads are doing this or not, but I presume that Mr. Willard, on the War Board, is developing ideas in the commercial world, outside of the railroad, that will be of great benefit to the country, not only now but when the war is over."

There are shippers scattered over the entire system of the Baltimore and Ohio Railroad who, no doubt, are in a position to say exactly the same thing that was said by the shipper quoted above.

Early in the spring A. W. Thompson, vice-president in charge of traffic and commercial development, gave instructions to the freight and passenger departments that all solicitors bend their energies toward the better handling of the business offered, even to the neglect of soliciting new business, and that they should make it clearly known to the public that the Baltimore and Ohio Railroad is doing all it can toward moving its freight with the greatest dispatch. Every effort is to be made to assist shippers with information as to what routes their freight can be handled most expeditiously.

It was impressed upon solicitors that, as representatives of the Baltimore and Ohio Railroad, their Company desires, in the very best of faith, to be "a good neighbor"

It was found, in many cases, that schools and public institutions were threatened with closing on account of lack of coal, and in some of these cases the Company turned over some of its own coal, which it sadly needed for its engines. This was a great hardship, as the Company often had to confiscate coal en route and pay exorbitant prices for it, which has resulted in increasing the coal bill on the road to extravagant figures.

When the mobilization of the National Guard took place, it was necessary for all passenger men to arrange for the handling of troops, attending to the transportation details and accompany the troop trains to their various destinations. This was followed by the mobilization of the Draft Army to the various cantonments, and ever since war was declared the constant movement of troop trains has required the entire attention of passenger solicitors. In addition to this, there is a great increase in individual travel that makes it necessary for the passenger man to devote his time toward handling the business offered.

Industrial Leaders, Municipal Heads and Railroad Men Inspect Baltimore and Ohio Terminals in Vicinity of Wheeling

AN inspection trip of the Wheeling District Terminals was made October 1 by general freight agent H. R. Lewis, of Pittsburgh, and members of his staff. The tour proved of unusual interest to prominent business men and municipal heads of Wheeling and nearby towns, who were guests of the Company.

A staff meeting was held in the morning. The session included a general discussion of traffic and business pertaining to railroads and manufacturers. The following Baltimore and Ohio men were present: H. R. Lewis, general freight agent, Pittsburgh, Pa.; P. F. Finnegan, general freight agent, Chicago, Ill.; W. C. McLaughlin, assistant general freight agent, Cleveland, Ohio; J. C. Kimes, division freight agent, Pittsburgh, Pa.; C. S. Roberts, division freight agent, Youngstown, Ohio; W. H. Eaton, commercial freight agent, Wheeling, W. Va.; W. E. Magill, commercial freight agent, Pittsburgh, Pa.; C. F. Wood, commercial freight agent, Cleveland, Ohio; A. L. Doggett, commercial freight agent, Akron, Ohio; W. H. Mason, commercial freight agent, Uniontown, Pa.; F. A. Markley, commercial freight agent, Buffalo, N.Y.; J. E. Garbesi, traveling freight agent, Wheeling, W. Va.; T. E. Conlon, traveling freight agent, Connellsville, Pa.; S. C. Williams, traveling freight agent, Youngstown, Ohio; E. D. Franklin, traveling freight agent, Cleveland, Ohio; W. L. Cromlish, coal freight agent, Pittsburgh, Pa.; H. E. Webster, coal freight agent, Cleveland, Ohio; E. D. Curtis, assistant general live stock agent, Pittsburgh, Pa.; D. Hum, Jr., industrial agent, Pittsburgh, Pa.; C. S. Sipes, industrial agent, Cleveland, Ohio; U. B. Williams, general agent, Wheeling, W. Va.; J. A. Flemming, agent, Wheeling, W. Va.; T. J. Walters, manager C. S. D.-Continental Line, Cincinnati, Ohio; Arthur Goldstein, westbound agent, Cincinnati, Ohio.

Mr. Lewis made a patriotic address. He told his auditors that they could do many substantial things toward winning the war for America, because of the railroad facilities and the many essentials to success which they have at their command.

Following this a luncheon was served at the Windsor Hotel, after which the officials and their guests left for the tour arranged by general superintendent Kee-

gan, superintendent Haver and general agent Williams. The train included a flat car, which was used for observation purposes.

J. E. Garbesi, traveling freight agent, with headquarters at Wheeling, acted as guide, announcing through a megaphone the various sites, industrial plants and other places of interest. The heart of the industrial centers of the district was visited, including Wheeling, Benwood and Moundsville, W. Va., and Bellaire, Bridgeport and Martins Ferry, Ohio.

Among the municipal officials and business men who went on the tour were: G. O. Nagle, city manager, Wheeling, W. Va.; J. B. Garden, president Wheeling Commercial Association, Wheeling, W. Va.; G. M. Ketchum, secretary Wheeling Commercial Association, Wheeling, W. Va.; P. N. Neigh, traffic manager Wheeling Commercial Association, Wheeling, W. Va.; H. A. Shafer, mayor, Bridgeport, Ohio; James Ralston, mayor, Martins Ferry, Ohio; E. C. Roberts, mayor, Moundsville, W. Va.; R. L. Dowdell, president Moundsville Board of Trade, Moundsville, W. Va.; H. S. McGregor, Anderson & McGregor, Bellaire, Ohio; H. J. Hoffman, H. Bettis Company, Wheeling, W. Va.; W. C. Carnahan, Carnegie Steel Company, Bellaire, Ohio; C. B. Roe, Fostoria Glass Company, Moundsville, W. Va.; J. C. Brady, president Hazel-Atlas Glass Company, Wheeling, W. Va.; R. L. Meidel, Hazel-Atlas Glass Company, Wheeling, W. Va.; T. A. Beattie, National Tube Company, Wheeling, W. Va.; B. F. Hodgman, Suburban Brick Company, Moundsville, W. Va.; W. D. Alexander, Title & Trust Company, Moundsville, W. Va.; James Saunders, United States Stamping Company, Moundsville, W. Va.; W. H. Higgins, Wheeling Steel & Iron Company, Wheeling, W. Va.; J. B. Youngson, Wheeling Tile Company, Wheeling, W. Va.; E. C. Jepson, Whittaker-Glessner Company, Wheeling, W. Va.; B. F. Garver, president Wheeling Warehouse and Storage Company, Wheeling, W. Va.; George A. Laughlin, Wheeling Telegraph, Wheeling, W. Va.; C. M. Rodifer, Imperial Glass Company, Bellaire, Ohio.

Chicago Division Has "Live Wire" Safety First Social Club

IN order to stimulate more interest in the Safety First movement and create a warmer social feeling among his fellow employes, A. F. Shober, shop painter at Chicago Junction, has been instrumental in having organized the Baltimore and Ohio Safety First Social Club. The members, who number 125, are all of the Motive Power Department.

The following officers were elected at a meeting held on July 19 at the K. of P. Hall: Frederick Hite, president; B. L. Johnson, secretary, and C. W. Stewart, treasurer. At a meeting held later in the month, J. A. Tschuor, general foreman, was elected vice-president.

While organizing the club Mr. Shober displayed such zeal and enthusiasm for the movement that he experienced little difficulty in urging the other members to join.

After each meeting, suppers have been served and cigars and candies distributed. Relatives of the members were invited to the meeting held on October 18 and were treated to ice cream, cake, candy and cigars. A five-piece orchestra furnished the music, after which short addresses were delivered by D. F. Dawson, mayor of the city; Dr. C. W. Hedrick, medical examiner; C. B. Jacobs, engineer in charge, and R. R. Jenkins, secretary of the Baltimore and Ohio Y. M. C. A. at Chicago Junction. The affair was enlivened by the songs of Miss Dortha Shober, Miss Florence Bundschu, Master Earl Shober and Mrs. Charles Ansel. All stood at the closing of the meeting and sang "America."

Officials of the Northwest District would be heartily welcome at these meetings, which are held on the third Thursday of each month.

Mount Clare Men Warned Against Carelessness by C. W. Price, Field Secretary of the National Safety Council

MUCH interest was manifested at the Safety First meeting held at Mount Clare shops on October 5, and which was conducted by C.W. Price, field secretary of the National Safety Council. It is estimated that more than 4,000 employes attended. Mr. Price gave startling statistical information in his address regarding the number of deaths and accidents in industrial plants, due to carelessness and other causes. For instance, he said that statistics show that there are 22,000 men killed in the United States in twelve months as a result of accidents, or about seventy-three every working day. Campaigners interested in the Safety First movement were highly elated over the interest displayed by the men at the meeting. Dr. E. M. Parlett, chief of the Welfare Bureau, introduced the speaker and made a short address relative to the importance of the motto "Stop, Look, Listen."

Mr. Price said:

"Four months ago, while on a train going to Chicago, just five minutes from the depot, I said to a friend: 'I have been talking to Dr. L—— about what to do in case of a serious accident, and he told me I could do two things before anything else to save life—put a teaspoonful of ammonia, or one-half teaspoonful of soda in a glass of water and let the person drink. That will help to overcome the shock.'

"A young man, in order to reach the office on time, took a chance, stepped off before the train stopped, slipped and went under. Off came his leg, and he died! What was the use of the father and mother of that boy struggling all those years to see him live to twenty-one? What was the use if he had not learned the simple lesson of not taking a chance and keeping himself safe? This drives home vividly to any mind that will give it a moment's thought, that unless we learn to take care of our lives, we have not learned the 'A B C's' of Safety.

"Everywhere over this country workingmen are waking up as they have never waked up before. This Safety movement has extended from state to state. A prominent captain of industry said, 'We can lose $5,000 a year, but if you men lose an eye or limb, you have lost everything.'

"Statistics show that every twelve months there are 22,000 men killed in the different industries of the United States as a result of accidents. I figured up that if we buried those 22,000 in a trench as they do the soldier boys in France, shoulder to shoulder, we would have a grave over eight miles long and in the bottom of that grave, a solid sidewalk of human bodies. Five hundred thousand workingmen were injured last year. They either lost eyes, hands or feet, or were so seriously injured they lost four weeks at a time. We would have a string of those men seriously injured lying in six foot hospital cots, 565 miles long.

"What can we do to keep these 22,000 men from being killed and what can we do to keep these 500,000 men from being injured? The United States Steel Corporation, with 300,000 employes in mines and steel mills, which are most dangerous, was the first great company to take up Safety work. In ten years, according to their records, they have saved 16,924 men, either from being killed or suffering serious injury that would cause them to lose over thirty-five days at a time as a

direct result of their effort along Safety lines, compared with record made in 1906.

"Eight years ago we would have all said the railroad boys were among our most reckless class of men. On every great railroad in the United States, including the Baltimore and Ohio, without exception, they have organized an accident (safety) movement and are spending thousands of dollars to prevent men from being killed. The Interstate Commerce Commission at Washington makes this report: 'For the last five years the number of passengers killed in trains has been reduced one-half and the number of engineers, firemen, brakemen, etc., has been reduced almost one-half.' During last year there were three hundred and twenty-five railroads, including some of our large roads, covering 162,000 miles of track, carrying 48,500,000 passengers, and not a passenger killed in a wreck.

"Any movement that, in five years, can secure the attention of all the railroads of the United States and can succeed in reducing the amount of deaths to one-half, has accomplished something worth while. Safety has come to be regarded as vital as the crusade to prevent tuberculosis or fire prevention. The day has dawned when we all have got to consider seriously how to keep men from being injured in industries. We have actually demonstrated, not by theory but by fact, that three-fourths of all of those 22,000 deaths, three-fourths of all the 500,000 seriously injured, can be eliminated. That would probably mean 10,000 fewer widows and possibly thirty or forty thousand fewer orphans."

Conservation of Food in Dining Cars

ONE of the first moves of the United States Food Administration Board was to request the railroads to take immediate action on the decisions made by the Board in order that the country at large, through the ramification of the railroad systems, could be quickly impressed by what the Government is trying to do towards the conservation of food. The great railway systems of the country all operate dining car service and the average traveler is a good medium through which this propaganda can be disseminated.

The Baltimore and Ohio Railroad, with headquarters so close to Washington, was represented at all of the various meetings in which the railroads were interested and took the initiative in all of Mr. Hoover's suggestions for service on dining cars. A number of radical changes were made in the menus, and out of the discussions a number of new combinations for meals were evolved without necessarily hampering the service to the public in any way, affording an opportunity for saving to the patrons and at the same time conserving food.

The "Beefless Tuesday," commencing October 2, was the first radical step taken. Nearly all of the large hotels joined in and arranged their meals accordingly; the idea being that a "beefless Tuesday" be observed by everybody. If this is done, the effect will be two-fold: A conservation of meat and a consequent crimp in the price of meat. The Baltimore and Ohio, up to the present time, has experienced several "beefless Tuesdays" without any complaints.

The American people, next to the English, are heavy beef eaters and can well afford to cut down the amount of beef consumed.

Among the new combinations of food which have been tried on Baltimore and Ohio dining cars is the "vegetarian dinner," which became popular at the start. A "beefsteak dinner" and a "traveling man's" dinner have been served for some time. Both of these dinners are also popular. A special egg menu is also offered, which shows the number of palatable ways this particular food can be served.

The Baltimore and Ohio Railroad is a member of the United States Food Administration and displays membership cards on the dining car tables and has posted one of these cards in the end of each car.

Every endeavor is made by the Dining Car Department to cater to the wishes of the traveling public, and in so doing it has attained a national reputation for the excellence of its service.



Baltimore and Ohio Employes Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Operation Results in Brief July, 1917

THE net operating income of the railways of the United States for July, 1917, was less than July, 1916, by $3.00 per mile, or 0.7 per cent.

Total operating revenues, $348,437,306, exceeded those for July, 1916, by $45,205,299. Operating expenses, $237,821,305, were greater by $42,216,035. Net operating revenue, $110,616,001, increased $2,989,264. Taxes, $16,286,382, increased by $3,386,523. Net operating income was $94,291,180, which is a decrease of $392,818.

If spread over the mileage represented, operating revenues averaged $1,507 per mile, an increase over July, 1916, of 14.6 per cent; operating expenses per mile, $1,029, were greater by 21.3 per cent; net operating revenue per mile, $478, shows an increase of 2.5 per cent; while net operating income per mile, $408, decreased 0.7 per cent. Taxes per mile rose 25.9 per cent.

This summary covers 231,174 miles of operated line, or about ninety per cent of the steam railway mileage of the United States.

For the Eastern railways, operating revenues per mile were greater than those for July, 1916, by 14.0 per cent; operating expenses rose 23.4 per cent; net operating revenue decreased 3.5 per cent; taxes increased 20.2 per cent. Operating income per mile decreased 6.3 per cent.

For the railways of the Southern district, operating revenues per mile exceeded those for July, 1916, by 24.0 per cent; operating expenses rose 26.2 per cent; net operating revenue increased 19.1 per cent; taxes increased 47.6 per cent. Operating income per mile increased 14.0 per cent.

For the Western railways, operating revenues per mile exceeded those for July, 1916, by 12.5 per cent; operating expenses rose 17.3 per cent; net operating revenue increased 4.7 per cent; taxes increased 24.5 per cent. Operating income per mile increased 1.9 per cent.

The seven months of the current calendar year, compared with the corresponding period of the preceding year, show changes per mile of line as follows: operating revenues increased 12.0 per cent, operating expenses increased 18.2 per cent, net operating revenue decreased 0.8 per cent, taxes increased 17.7 per cent, while operating income decreased 3.6 per cent.

Operating income per mile decreased 17.6 per cent in the East, increased 3.9 per cent in the South, and increased 9.5 per cent in the West.

Stop This Waste!

The figures below show the number of electric light bulbs purchased on the System for three years. There is no question but that the enormous increase is due in a large measure to carelessness. Handle electric lamps with care. Burn them only when necessary. When the light on your desk or over your machine is "dead" don't take your neighbor's but secure a new one from the proper person.

We are consuming them at the rate of 713 per day.

1914.....157,858 1915.....160,390 1916.....260,009



Thanksgiving Day

(From First Presidential Thanksgiving Proclamation)

AND also, that we may unite in most humbly offering our prayers and supplications to the great Lord and Ruler of Nations, and beseech Him to pardon our national and other trangressions; to enable us all, whether in public or private stations, to perform our several and relative duties properly and punctually; to render our national government a blessing to all the people, by constantly being a government of wise, just and constitutional laws, directly and faithfully obeyed; to protect and guide all sovereigns and nations (especially such as have shown kindness unto us) and to bless them with good government, peace and concord; to promote the knowledge of true religion and virtue and to increase science among them and us; and generally to grant unto all mankind such a degree of temporal prosperity as He alone knows to be best.

GEORGE WASHINGTON.

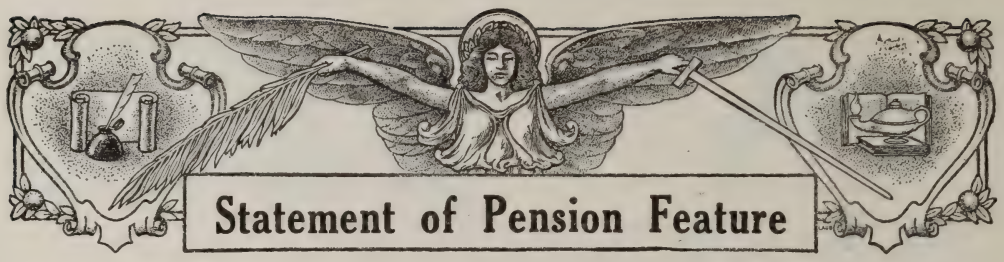
(From the Latest Presidential Thanksgiving Proclamation)

IT HAS long been the honored custom of our people to turn in the fruitful autumn of the year in praise and thanksgiving to Almighty God for His many blessings and mercies to us as a nation. That custom we can follow now even in the midst of the tragedy of a world shaken by war and immeasurable disaster, in the midst of sorrow and real peril, because even amidst the darkness that has gathered about us we can see the great blessings God has bestowed upon us, blessings that are better than mere peace of mind and prosperity of enterprise.

We have been given the opportunity to serve mankind as we once served ourselves in the great day of our Declaration of Independence, by taking up arms against a tyranny that threatened to master and debase men everywhere and joining with other free peoples in demanding for all the nations of the world what we then demanded and obtained for ourselves. In this day of the revelation of our duty not only to defend our own rights as a nation but to defend also the rights of free men throughout the world, there has been vouchsafed us in full and inspiring measure the resolution and spirit of united action. We have been brought to one mind and purpose. A new vigor of common counsel and common action has been revealed in us. We should especially thank God that in such circumstances, in the midst of the greatest enterprise the spirits of men have ever entered upon, we have, if we but observe a reasonable and practicable economy, abundance with which to supply the needs of those associated with us as well as our own. A new light shines about us. The great duties of a new day awaken a new and greater national spirit in us. We shall never again be divided or wonder what stuff we are made of.

And while we render thanks for these things let us pray Almighty God that in all humbleness of spirit we may look always to Him for guidance; that we may be kept constant in the spirit and purpose of service; that by His grace our minds may be directed and our hands strengthened; and that in His good time liberty and security and peace and the comradeship of a common justice may be vouchsafed all the nations of the earth.

WOODROW WILSON.



Statement of Pension Feature

Employes who have been honorably retired during the month of October, 1917, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Blackiston, John A	Engineman	C. T	Cumberland	50
Fogarty, Edward	Foreman	M. of W	C. T. R. R. Co	10
Graham, Richard K	Engineman	C. T	Newark	32
Lee, James E	Conductor	C. T	Philadelphia	53
McAleer, John J	Tallyman	C. T	Philadelphia	26
McGinley, Patrick	Crossing Watchman	C. T	Newark	26
Merrill, Lorenzo D	Bridge Foreman	M. of W	Ohio	33
Payne, Lewis H	Engineman	C. T	Baltimore	45
Runyan, Abner V	Janitor	M. P	Pittsburgh	33
Ryan, Thomas H	Engineman	C. T	Connellsville	31
Whalen, John P	Moulder	M. P	Baltimore	38

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1916, over $295,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,188,791.60.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPART-MENT.	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Lovett, John	Lamplighter	C. T	Toledo	Sept. 6, 1917	52
Bowling, Charles C	Crossing Watchman	C. T	Baltimore	Sept. 14, 1917	22
Shipley, David E	Fireman	C. T	Baltimore	Sept. 28, 1917	21
Tabler, Augustus M	Engineman	C. T	Cumberland	Sept. 28, 1917	53
Darling, Charles T	Switch Tender	C. T	Chicago	Oct. 19, 1917	28
Wirth, George L. M	Machine Hand	M. P	Baltimore	Oct. 2, 1917	36
Reynolds, James T	Conductor	C. T	Philadelphia	Oct. 6, 1917	29
Fleming, Thomas	Hostler	M. P	Cumberland	Oct. 6, 1917	43
Sullivan, Enos	Machinist	M. P	Illinois	Oct. 10, 1917	41
Miller, James H	Oil Car Conductor	Stores	Newark	Oct. 12, 1917	25
Pilkington, Thomas	Machinist	M. P	Pittsburgh	Oct. 16, 1917	20

FOR THE READER OF BOOKS

The editor of the *Santa Fe Employes Magazine* recently asked William J. Cunningham, Professor of Transportation at Harvard University, to give him a list of the best books on the various phases of railroading. Professor Cunningham replied and, with the permission of the Santa Fe editor, we are reprinting his recommendations herewith.—Ed.

I AM very glad indeed to comply with the request for a selected list of books on railroad subjects. The difficulty in formulating a list of this kind is not so much in what to include as in what to exclude. Necessarily some books of much merit are omitted. The absence of these publications from my list does not mean that they are not worthy of study, but a list which would include everything of value would be too long.

Under the general headings of "Organization" and "Administration" I should include the following:

A. T. Hadley: "Railroad Transportation;" Putnams, 1885.

W. M. Acworth: "Elements of Railway Economics;" Clarendon Press, 1905.

A. M. Sakolski: "American Railway Economics;" Macmillan, 1913.

S. O. Dunn: "American Transportation Question;" Appleton, 1912.

S. O. Dunn, "Government Ownership of Railways;" Appleton, 1913.

E. R. Johnson: "American Railway Transportation;" Appleton, 1910.

W. Z. Ripley: "Railway Problems;" Ginn, 1907 (revised 1913).

Ray Morris: "Railroad Administration;" Appleton, 1910.

M. L. Byers: "Economics of Railway Operation;" Engineering News, 1908.

J. A. Droege: "Freight Terminals and Trains;" McGraw-Hill, 1912.

J. A. Droege: "Passenger Terminals and Trains;" McGraw-Hill.

American Railway Association, "Rule Book," 1915.

Proceedings of the American Railway Association.

Hadley's book, as you know, is a classic, and, while somewhat out of date, no student of railroading should be unfamiliar with its contents. The books by Acworth and Sakolski treat the subjects from the theoretical and economic viewpoint. The man in active service who desires detailed knowledge of a practical nature will find it in the books by Morris, Byers and Droege.

Under "Maintenance and Construction" the following books are suggested:

American Railway Engineering Association Manual of Recommended Practice.

Proceedings and Bulletins of American Railway Engineering Association.

W. G. Raymond: "Elements of Railroad Engineering;" Wiley, 1911.

W. L. Webb: "Economics of Railroad Construction;" Wiley, 1912.

A. M. Wellington: "Economics of Railway Location;" Wiley, 1887.

W. C. Willard: "Maintenance of Way and Structures;" McGraw-Hill, 1915.

I recommend particularly the books by Raymond and Willard. Wellington's book is a classic in its field and, although nearly thirty years old, should be read by every student of railroading.

The following refer to "Motive Power and Rolling Stock:"

G. R. Henderson: "Cost of Locomotive Operation;" Railway Gazette, 1906.

A. J. Wood: "Locomotive Operation and Train Control;" McGraw-Hill, 1915.

Proceedings of Master Car Builders' Association.

Proceedings of Master Mechanics' Association.

Proceedings of Traveling Engineers' Association.

Proceedings of International Railway Fuel Association.

Henderson's book is now eleven years old and the figures are somewhat out of date, but it will, however, justify careful reading. Wood's "Locomotive Operation and Train Control" has but recently been issued. It is somewhat technical but it is recommended because there are very few books on motive power which are written in non-technical language.

Under "Traffic" I suggest the following three books, all of which are good:

W. Z. Ripley: "Railroads—Rates and Regulation;" Longmans, 1912.
L. G. McPherson: "Railroad Freight Rates;" Holt, 1909.
Johnson and Huebner: "Railroad Traffic and Rates;" Appleton, 1910.

McPherson's possibly should be named first because it deals with the A B C of freight rates and its perusal will make clear the more theoretical discussions by Ripley.

Under "Accounting" I should suggest two books, namely:

W. E. Hooper: "Railroad Accounting;" Appleton, 1914.
J. Shirley Eaton: "Handbook of Railroad Expenses;" McGraw-Hill, 1913.

Eaton's is a reproduction of the Interstate Commerce Commission's classification, with illuminating comments. Hooper deals more with the philosophy and details of accounting.

Under "Financial:"

Ripley: "Railroads—Finance and Organization;" Longmans, 1915.

This is, I think, the most comprehensive and understandable publication on this subject. With it, however, it would be well for the student to read:

E. S. Meade: "Corporation Finance;" Appleton, 1912.

And for receiverships and reorganization there is nothing better than:

Stuart Daggett: "Railroad Reorganization;" Houghton-Mifflin, 1908.

Following is a list of some of the more important books dealing with the historical side of transportation:

C. F. Adams: "A Chapter of Erie and Other Essays;" Field, Osgood & Co., 1869.
C. F. Adams: "Railroads, Their Origin and Problems;" Putnams, 1887.
C. F. Adams: "Notes of Railroad Accidents;" Putnams, 1879.
W. H. Brown: "History of First Locomotives in America;" Appleton, 1871.
W. B. Wilson: "History of Pennsylvania Railroad;" Coates, 1899.
E. V. Smalley: "History of Northern Pacific Railway."
George Bliss: "Historical Memoir of Western Railroads;" published in Springfield in 1863.
H. K. White: "History of Union Pacific;" University of Chicago, 1895.
J. P. Davis: "The Union Pacific Railway;" Griggs, 1894.
J. J. Hill: "Highways of Progress;" Doubleday-Page, 1907.
H. G. Pearson: "An American Railroad Builder, J. M. Forbes;" Houghton-Mifflin, 1911.
E. H. Mott: "Between Ocean and Lakes—Story of the Erie;" 1899.
F. A. Talbot: "Railway Conquest of the World;" Lippincott, 1911.
E. Hungerford: "The Modern Railroad;" McClurg, 1911.
S. Dunbar: "History of Travel in America;" Bobbs-Merrill, 1915.
F. H. Spearman: "Strategy of Great Railroads;" Scribners, 1904.
C. F. Carter: "When Railroads Were New;" Holt, 1909.

The titles speak for themselves. It is rather difficult to pick out any of them and give them preference over the others.

Here is a list which shows a few of the best books dealing with British, French and German railways:

George Findlay: "Working and Management of British Railways;" Whitaker, 1899.
H. M. Ross: "British Railways;" Arnold, 1904.
W. J. Gordon: "Our Home Railways" (British); Warne & Co., 1910.
H. R. Wilson: "Safety of British Railways;" Whitaker, 1909.
E. B. Ivatts: "Railway Management at Stations" (British); McCorquodale, 1910.
C. B. Byles: "Principles of Railway Signalling;" Railway Gazette, London, 1910.
V. Pendred: "The Railway Locomotive" (British); VanNostrand, Railway Gazette, London, 1912.
C. L. Boag: "Manual of Railway Statistics" (British); Railway Gazette, London, 1912.
C. P. Mossop: "Railway Operating Statistics" (British); Railway Gazette, London, 1911.
Monkswell: "French Railways;" Smith-Elder, London, 1911.
"Das Deutsche Eisenbahnwesen der Gegenwart" (English edition, "Modern Railway Working," 2 Vol.); series of articles by a German railway official; published by Reimer Hobbing, Berlin, 1911.

GOVERNMENT PARTNERSHIP IN RAILROADS, by *Mark Wymond*. Published by Wymond & Clark, Chicago.

At the present time when the railroads, because of their cooperation and the good results therefrom, are being considered in a much more favorable light than has heretofore blessed them, this book of Mr. Wymond's, written so clearly, so sanely, is most welcome.

Mr. Wymond outlines briefly our transportation problem from all angles and then discusses the matter of present day regulations with a review of the causes that have led up to such regulations as rebates, lobbying, discrimination, lack of foresight, inefficiency, etc., and then follows with a "constructive policy" in which he suggests the creation of assistant Interstate Commerce Commissions to be molded after the present commission, and under its direction, to handle the regulation of the business in the eight traffic divisions of the country. He would have these bodies representative of the various interests involved.

Further, Mr. Wymond suggests a most novel and well thought out solution of the question of governmental control. It is in essence governmental partnership in the railroads rather than government ownership. The government is to guarantee the interest on railroad securities and, of course, have supervision of their issue, and in return is to have a share in the profits. Just what this share should be is to be determined by some competent body, but whatever they determine, it will still give to private initiative a fair return on their invesment and secure to the roads having difficult operation a fair return, and provide that those roads having more favorable conditions their fair return and no more.

Mr. Wymond concludes with a discussion of the question of government ownership.

The book is well thought out and the questions stated clearly, and the solution has the virtue of originality. The book should be of interest to all students of present day railroad problems.

A. C. SPURR.

Advantages of the Upper Berth

THE "inertia of custom" is responsible for many extravagances the American traveler has brought upon himself. This is particularly noticeable in the average passenger demanding a lower berth, under the impression that it is so much more desirable than the upper. As a consequence, ticket sellers very much dislike to tell the passenger that there is "nothing left but uppers."

For women, invalids, and elderly men, the lower berths are more desirable on account of the convenience of getting in and out of them. Force of habit leads many other travelers to demand the lower berth.

The upper berth, however, has a number of advantages over the lower. In the first place a saving of twenty per cent. in the cost is offered; ventilation generally is better, the temperature more even; and the noise arising from the motion of the cars is less noticeable. The spring mattresses used in the upper berths are more pliable, and are in one set instead of two as in the lower berth. The occupants of upper berths are less likely to be disturbed by people passing through the aisle. Clothes hangers, mirrors and electric light facilities are provided in upper berths, as well as lower berths. Improved ladders are now being used, and all of the newer cars have individual curtains for both upper and lower berths, instead of the long ones.

The conservation of sleeping car space is a necessity when travel is heavy, as the long steel trains cannot easily make their printed schedules, and it is as necessary to facilitate the movement of passenger trains as it is to facilitate the movement of freight trains. The passenger car should be loaded to full capacity, as well as the freight car.

Food is Ammunition—Don't Waste It



Home Dressmaker's Corner



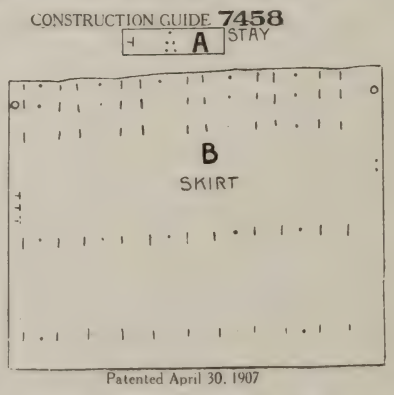
A New One-Piece Skirt for Separate Wear, Suitable to Development in Plain or Bordered Materials

Courtesy "Pictorial Review"

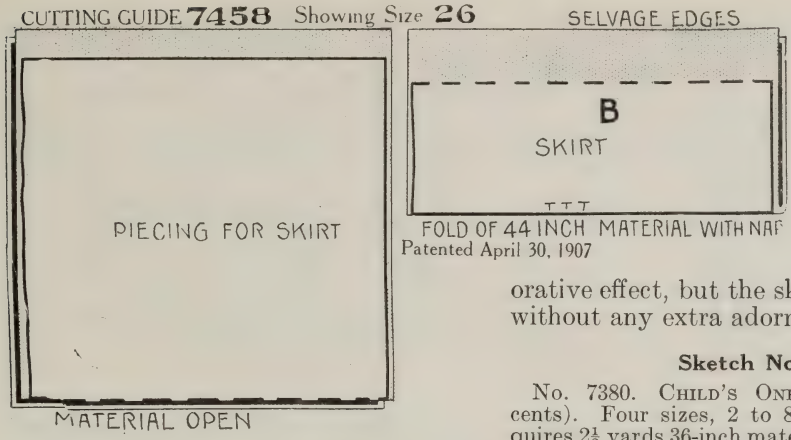
HERE is a very clever presentation of the plaited shirt. The model is cut in one piece and is suitable to development in plain or bordered materials. The adjustment is effected at the center-back and the plaits are stitched to hip length, making the skirt adaptable to stout figures. To duplicate the skirt in medium size requires 3¾ yards 44-inch material. If made of bordered material or flouncing, medium size calls for 3⅛ yards 45 inches wide.

Enough of the material to accommodate section "B" is folded in half on the cutting table, and the remainder doubled, rights facing, and used for the piecing. The pattern of the skirt must be laid on the lengthwise fold of the goods.





Follow the construction guide closely in making the skirt. Form 11 box-plaits, creasing on lines of slot perforations, bring the folded edge nearest the center-back to the back seam, and bring the remaining folded edges to corresponding small "o" perforations; stitch plaits ⅜ inch from folded edges, from upper edge to hip depth, or as deep as desired. Close



back seam of skirt below the double small "oo" perforation and finish edges above for a placket.

Take up dart in stay bringing together and stitching along corresponding small "o" perforations. The point of the dart is at the top of the stay. Adjust stay to position underneath upper edge of skirt with center-fronts, center-backs and upper edges even and close at back.

Buttons or braid may be utilized for further decorative effect, but the skirt is ultra-smart without any extra adornment.

Sketch No. 1

No. 7380. Child's One-Piece Dress (15 cents). Four sizes, 2 to 8 years. Size 4 requires $2\frac{1}{2}$ yards 36-inch material, $5\frac{1}{4}$ yards braid to trim. Dress is double-breasted, with square neck; perforated for single-breasted dress with V-shaped neck. Two styles of collars. The back of dress is box-plaited. Long one-piece sleeves plaited at lower edges, perforated for shorter length and finished with straight bands. The pockets may be omitted. A wide straight belt holds in the fullness at waistline.

No. 12269. Transfer pattern in yellow, containing 4 transfers each of 12 emblem designs, 15 cents.

Sketch No. 2

No. 7430. Ladies' Blouse (20 cents). Seven sizes, 34 to 46 bust. Size 36 requires $2\frac{3}{8}$ yards 36-inch material, $\frac{3}{8}$ yard 36-inch contrasting material. Back of waist extends over shoulders in yoke effect and joins to gathered edge of front. Convertible collar may be rolled high or low.



SKETCH No. 1



SKETCH No. 2



The Needleworker's Corner

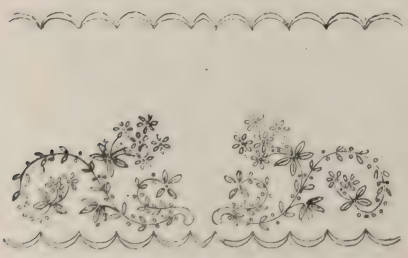
Handsome New Towels for the Guest Room

By Kathryn Mutterer

Courtesy "Pictorial Review"

A HOUSEWIFE may feel that she has a sufficient supply of centerpieces and other decorative linens, but of towels she cannot have too many. Handsome new designs for the guest chamber are being shown just now to tempt women who are replenishing their linen closets, or preparing gifts.

A feature about the towels which will appeal strongly to the inexperienced needleworker is the simple stitches required to develop the designs. Although the effect is ornate, the familiar raised satin and stem stitches are the only ones used for the work. In the center of the first towel, there is a space for an initial or monogram. The simple flowers are graceful in outline and the delicate stems are emphasized by the bold embroidery of the blossoms and leaves. The edges



No. 11912—GUEST ROOM TOWEL

of the towel are done in buttonhole embroidery. Huckaback is used for the towel and the embroidery may be executed entirely in white or in a combination of white and a color that matches the decorations of the guest chamber.

The second design, with the wreath in the center, is very desirable, combining service with beauty. Towels of such style wear for years and, if carefully laundered, always command attention in the decorative scheme of a room.



No. 11913—DESIGN FOR HAND TOWEL

Although simple, the stitches must be made with care to give the work a professional appearance. To properly work the raised satin stitch, two threads are used, a padding thread and a thread for the satin stitch. The latter must be finer than the former and may be totally different. But the usual custom is to do the work with cotton floss which comes four threads to a strand, taking all four threads for padding. Satin stitch is used on narrow figures, otherwise stitches would be too long for practical purposes. If necessary to use it on a wide figure, split the width, working one set of stitches on each side of the center. The padding stitches should be put in lengthwise, and are nothing but the running stitches of sewing, with short stitches on the wrong

side of the work and long stitches on the right side. Put the rows of stitches close together, but have those at the center almost overlapping, because that part of the work should be higher. Begin the satin stitch at the extreme outer point, bringing thread and needle up through the edge at the left. Pass them down through the edge line at the right and up again at left, next to the stitch first made. Make over and over stitches in this way until the padding is covered, keeping them smooth without overlapping.

No. 11912. Transfer pattern of towel design 8 inches high by 24 inches wide, without initial, 15 cents, Any initial in a perforated pattern, 15 cents extra.

No. 11912. Design without initial stamped on linen huckaback, 22 inches wide and 38 inches long, $1.20; white embroidery cotton, 40 cents.

No. 11913. Hand towel with a design worked in white with a touch of Delft blue or rose. Transfer pattern of the design for one towel 88 inches high by 24 inches wide, 15 cents.

No. 11913. Design stamped on linen huckaback, 22 inches wide and 38 inches long, $1.20; white and either rose or Delft blue embroidery cotton, 20 cents.

Pictorial Review Patterns on sale by local agents.



THE B. M. C. UNIFORM

On November 1 women employed in various yards and shops on the Baltimore and Ohio System donned the new uniform adopted for their comfort and convenience. As may be seen from the pictures above the garment is an ideal one from the standpoint of "Safety First." Its snug lines are the result of careful study. Permitting freedom of movement, it also possesses an advantage over the ordinary type in that there are no loose ends to catch on projections. While the cap gives the uniform a finished appearance it was primarily designed to protect the head from dust and keep the hair in place

Safety First Roll of Honor

In the past this department of the Magazine was run under the caption "Special Merit Roll," and while it contained items pertaining to the particular divisions no mention was made of accident prevention in our shops. Beginning with the December issue we will include every incident of accident prevention along the entire Baltimore and Ohio System of which we receive notice. The cooperation of officials and correspondents in compiling the desired information is respectfully urged and will be appreciated.—*Editor.*

Staten Island Division

On September 18 conductor Morrow and engineer Owen Boylan discovered fire in culvert east of Port Richmond draw bridge. Boylan and his fireman, W. Hurley, helped extinguish the flames. Meritorious entry has been made on their service record.

On October 7 engineers G. W. Ford, Sr., and C. E. Wynans, Jr., discovered fire on bulkhead adjacent to the westbound track at Tompkinsville. They extinguished the flames before any damage was done. Both have been thanked by the management and meritorious entries made on their service record.

Engineer C. E. Wynans, Jr., discovered a defect in track on equipment pit track at St. George, October 7. He reported it to the dispatcher. Meritorious entry has been made on his service record.

Philadelphia Division



JOSHUA RHODES

On the night of October 23, during a fire at the Adams Express Company garage, sparks set fire to the roof of shed covering subway walk. Porter Joshua Rhodes seeing the blaze, extinguished it with buckets of water.

Baltimore Division

On October 4, while working west of Hollofield, W. E. Poole, foreman Section 46, discovered a broken wheel under a car in extra east No. 4866. He notified the train crew and the car was set off at Hollofield. Mr. Poole has been commended for the manner in which he handled the situation.

A. G. Carter, crossing watchman at Relay, Md., has been commended for the action he took on October 6 at the time of the derailment of cars at Relay, when he ran down the westbound passenger track and stopped a light engine which was running at high speed.

Cumberland Division

While extra 7112 east was standing at Altamont, brakeman O. F. Wilts, in looking over train, found defective equipment on one of the cars. The car was set off at Altamont. Mr. Wilts' watchfulness deserves commendation.

As extra 7111 east was coming up Cranberry grade October 1, and when near Amblersburg, track foreman M. J. Laffey observed defective equipment under tenth car in train. He notified conductor O. F. Dorsey, who stopped train and corrected the trouble before passing over switches. The track foreman and trackmen are rendering valuable assistance in noting and having corrected irregularities of this nature.

Special Service Rendered by Cumberland Division Operators

Date	Train	Name	Location	Irregularity Observed and Corrected
October 2	4865	J. L. Schroder	Martinsburg	Equipment.
October 6	4861	J. L. Schroder	Martinsburg	Equipment.
October 19	4285	J. L. Schroder	Martinsburg	Equipment.
October 24	4181	J. L. Schroder	Martinsburg	Equipment.

Wheeling Division

On September 1 track walker I. Phillips found a defective rail at first curve east of east switch, Mannington. Train No. 43 was flagged by Mr. Phillips, who rode to GN Tower and made report, calling track force to make necessary repairs.

Cleveland Division

Operator C. W. Summers, Seville, Ohio, has been commended for discovering a defective condition of equipment on a car in train of fifth 82 while passing his station on October 16.

Connellsville Division

On August 26 engineman H. J. Wise and fireman W. H. Smith, on locomotive 4105, discovered defective rail west of Sipes Station. The operator at HK Tower was notified and train No. 7 was detoured on eastward track.

New Castle Division

At 10.15 p. m., October 20, extra 4205 east, in charge of conductor W. A. McFarland, stopped at Warwick for coal and water and upon examining train conductor McFarland detected a defective condition of equipment on one of the cars. He has been commended by the superintendent.

Chicago Division

Brakeman D. Wagner has been commended for observing a defective track condition at Standley on September 18. Sectionmen were notified and repairs made promptly.

Fireman H. E. Duke, while at Attica, Ohio, on September 12, observed a refrigerator door open on a car in his train. He took necessary action to see that door was closed. For his vigilance he has been commended.

Conductor H. J. Bridinger, while inspecting his train at Republic, Ohio, on October 1, discovered defective condition of equipment on one of the cars. By handling the car carefully he succeeded in getting it to Tiffin, where necessary repairs were made. For his close observance and good judgment he has been commended by superintendent Jackson.

Operator F. M. Magill has been commended by superintendent on his long service and exceptionally good record while with this Company. Mr. Magill is operator at Kellers, Ohio, and has been in continuous service for the past fifteen years. He already has five marks of commendation placed on his record. A record of this kind certainly indicates that he has been on the job all the time.

Ohio Division

On October 17 signal repairman Charles Ray, while at Washington Court House, found a piece of car equipment and notified chief dispatcher's office at Chillicothe, O. Extra west 2847, conductor McAfee, was stopped at Wilmington and car with defect was set out at Wilmington for repairs.

Toledo Division

While engaged as yard conductor with engine No. 39, Dayton Yard, Thomas Gordy was attracted by screams from hydraulic along our tracks. He ran to the canal and found a little girl who had fallen in and was going down for the last time. He jumped in the canal and succeeded in bringing the child safely to shore. Conductor Gordy's heroic action is commendable.

On August 24, while pulling out train which he had picked up at Lima, conductor Edward Wirtz discovered a defective condition in the train and had the trouble remedied. For his prompt action and interest in the Company's welfare he has been commended.

Edward Brown, employed as telegraph operator at Hamilton, discovered a defective condition in extra 4122, September 23, while passing Hamilton passenger station and immediately sent notice to the next telegraph office. For his close observance and quick action he has been commended.

On July 18 engineer E. J. Burns, in charge of engine 419, Cincinnati Yard, while passing Center Siding with a cut of sixty-six cars, observed a defective condition in main track, stopped his train and had obstruction removed. He has been commended.

Brakeman Charles A. Brown, on September 14, with extra east 188, Wellston Sub-Division, while in siding to meet trains Nos. 67 and 68 at Jamestown, took prompt action to prevent a possible collision and has been commended for his alertness and interest in Company's welfare.

D. M. Jacobs, station baggagemaster at Piqua Crossing, discovered a defective condition in train No. 4-98, August 31. He had train stopped at next station and defect corrected. He has been commended.

William Taubkin, section foreman at Botkins, discovered a defective condition in train No. 51, September 26. He has been commended.

"Don'ts" For Apprentices

Talk No. 1

1. Don't "monkey" with a machine "just for fun" as a machine will not take a joke and you will be punished every time.

2. Don't try to operate a machine for the first time without receiving full instructions from some one in authority.

3. Don't shift heavy belts by hand unless you are an expert and then great care should be taken not to get caught.

4. Don't wear shoes that are so worn out that a splinter or nail will go up through the sole and cause a serious injury.

5. Don't wear ragged loose sleeves when running machines as the ends are likely to be caught somewhere and you will lose a finger or two.

6. Don't chip towards anyone without a screen between you.

7. Don't stop a planer by half shifting the reversing belt; always stop it by the countershaft.

8. Don't lean against a machine that is running, and it is better to keep a safe distance from any mechanism that is in motion or likely to be set in motion. Never ride a planer table.

9. Don't use the emery wheel without wearing the goggles provided by the Company.

10. Don't touch the teeth of a gear or cutter which is in motion.

11. Don't set a lathe or planer tool when the work is in motion.

12. Don't allow a tool to run by the work so far as to cut into a lathe spindle. A machine looks strong, but it can be very quickly and easily injured.

13. Don't score the platen of a planer or make holes in a drill table.

14. Don't lay a long file or any tool on the ways of a lathe; don't cut into a lathe arbor.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

"Wild Bill Hohenzollern" was given a staggering blow when the appeal was sounded, "Your money is the sustaining power of the boys at the front." Immediately, the financial bombardment that rocks the foundation of the Government at which it is flung, was begun, and continued until the closing hour for subscriptions.

It was merely the corroboration of the patriotism that exists in the office, which is represented in every branch of our Army and Navy. Even those who purchased bonds of the first loan felt the keen desire to do more, and when the activities had ceased, $3,750 were laid at the disposal of Uncle Sam, in his effort to make the "world safe for democracy."

The clerks of the Statistical Bureau held their annual outing at Donnybrook Shore, and from all reports the efforts of E. J. Kuehn and his committee in charge were successful.

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPERT

October 24, set aside by President Wilson as Liberty Loan Day, was in reality a liberty day for this office. Preceded by an urgent request circulated through the office for everybody to do his bit, responses hitherto slow and far between, took an added impetus, and when one o'clock rolled around, application blanks were filled out in such numbers as to pass our fondest hopes and expectations, for on this day of days —one to which all who participated can look back with a certain amount of pride and with the greater satisfaction of having done their patriotic duty—$4,000 worth of Second Liberty Loan Bonds was pledged by our clerks.

When it is considered that some of the clerks bought bonds in the second campaign from banks or other sources, and some subscribed to the First Liberty Loan, an idea can be had of the almost unanimous determination of our fellow workers to go on record as firmly and in no uncertain tones, voice their faith in Uncle Sam and their desire to help insure the success of the loan.

We feel certain that of the 102 clerks on the roll, over ninety per cent. have availed themselves of the opportunity to purchase bonds through the Treasury Department of this Company, and another five per cent. through other agencies, which, taken as a whole, we believe to be a record not only for the Accounting Department, but for any other department on the entire System where a hundred or more clerks are employed.

The office is, therefore, to be congratulated upon this excellent showing.

On November 4, 1917, J. P. Miller, foreign settlement clerk, rounded out a continuous service record of twenty-five years. Good luck to you J. P., and may you be with the Company many more years and render as good service as in the past.

One of our boys rises to remark: "Life for G. E. P. is just one pipe load of tobacco after another."

Auditor Freight Claims

Correspondent, H. IRVING MARTIN

The last month has witnessed many radical changes in the location of a part of our office force, and if the Freight Claim Department

was undergoing an analysis as to temperament it surely would be classed as possessing "a moving disposition."

To secure needed room for the different divisions and to provide working space for those removing from Cincinnati, as the vanguard of the forces of the Cincinnati, Hamilton & Dayton Railway, it has been necessary to secure additional office room on the eleventh and twelfth floors.

G. W. Cole and the overcharge division and William H. Bittner and the reconsignment division are now much nearer heaven on the eleventh floor.

F. A. Zenter and the suspension division and J. E. Hentz with the closed files, took the quarters vacated by the miscellaneous division of the auditor of revenue's office on the twelfth floor. Some employes of the suspense division are studying the working of the private elevator, and one man in particular could a peculiar tale unfold.

We are welcoming among us a number of smiling faces from Cincinnati. They came as strangers, and we will heed the injunction to "take the stranger in." Some joker is going to smile at this and say "taking a man in" may have two meanings, but we are trying to make them feel at home, and we hope all Baltimoreans will follow our example.

We have welcomed from the C. H. & D. Freight Claim Department: William C. Bowhay, who was freight claim agent of that road; Oscar H. Olson, his chief clerk; Herman H. Reun, Walter C. Brown, Wilbur E. Zingerle, George W. Myers, Albert J. McCabe, Edward B. Walker, Edward M. Litke, Miss Alice E. Figner and Miss Vida Brown. Quite an array of the trained forces from the Queen City.

They have located new homes in Baltimore, seem to be enjoying themselves and are spending their spare time on week days and Sundays getting acquainted with Baltimore's historic landmarks.

Most of them can pronounce "Patapsco" without indulging in facial gymnastics, and they have discovered the sea-wall at Fort McHenry. Possibly they will get used to the lack of earthly matter in our Patapsco, even if it doesn't compare with the Ohio and "The Rhine" back home.

The selective draft has taken from us: R. L. Baldwin, T. C. Crump and G. E. Harris.

Some of our enlisted men have been conspicuous for their interest in athletics, and we know they will make a good record in army life.

The new members of the gentler sex who are now occupying desks in the Freight Claim Department, formerly filled by our huskier brothers, should not be passed without special mention. If earnestness and the desire to learn their duties is an indication of good service, we think that our sisters will soon be classed as one hundred per centers.

We have all sizes, heights and weights among the feminine element, and we marvel that another kind of "selective draft" has not made more of them mistresses of homes. Another instance of the blindness of men. One of the feminines admitted that "husband" sounded better than Sousa's band.

Speaking of drafts, one of our Cincinnati adopted sisters asked us if we knew what had taken the "chill" out of Chillicothe, and when we gave it up she smilingly said, "the draft."

The smile is a good habit, for "when you smile another smiles, and soon there's miles and miles of smiles, and life's worth while because you smile."

Relief Department

Correspondent, WILLIAM H. BALL
Secretary to Superintendent

The windows of my third story back room afford a view of about a mile of our Company's right of way, and as I sit here trying to comply with the editor's request for a contribution to the "Among Ourselves" section of the MAGAZINE, I get a glimpse of two trains sweeping majestically past each other on their respective journeys to the east and west. Now, I am foolish enough to imagine these trains as human beings, afflicted with all our vices, virtues and passions: for instance, the eastbound train, made up of the Company's newest equipment and drawn by a spick-and-span locomotive of the latest type, is unusually haughty and disdainful because today it is convoying a private car housing some officer and his staff; the westbound train, in recognition of the higher caste of its eastbound mate, gravely salutes and seems to cast an envious side-long glance as it passes by.

Railroads have always held a peculiar charm and fascination for me, because they make it possible for one to see and learn so much of people and things outside of and beyond that little place where Fate cast our lot at birth. Contrast the provincialism of a country yokel, whose knowledge of the world is circumscribed and bounded by the territory adjacent to his rural abode which is accessible by Shanks' mare or an ox-team, with the cosmopolitanism and broadened views of the traveller on those highways of iron and steel which defy time and distance: the one thinks that the destiny of the race depends upon the election of Si Slocum as town constable and automobile sleuth; the other learns that his selfish wishes and local prejudices clash with the necessities of many thousands of fellow-mortals living elsewhere, and he joins forces with them to bring about conditions that will prove beneficial to mankind as a whole.

When I was a boy at school, geography held for me something of that peculiar mystery which invests space beyond the uttermost star: the existence of lands outside the city where I lived was so unreal that I deemed the

stories about them works of imagination; but, when I plunged into the hurly-burly concerns of active life as an office boy at the munificent salary of $1.25 per week, and met human beings with a twang in their speech indicative of residence in far distant places, and heard well-spun yarns of wonderful mountains, valleys, seas and rivers, the wanderlust took possession of me, and I forthwith resolved to get a job on the railroad. It took time and exceeding patience to accomplish this well-defined scheme, but by the aid of Providence and an unsuspecting body of railroad presidents and other officials, I finally landed a job whose perquisites were passes over railroads that have carried me into regions and among people of whose existence I had never even dreamed. My tours have taken me from the Arctic cold of the frozen north and the gales of the ocean on the east, to the balmy tropical climes in the south and the adventurous regions of the wild and woolly west, and in the meantime I acquired a liberal education. To paraphrase the old adage—"A rolling stone gathers no moss"—let me suggest that it certainly does have all its rough edges knocked off, and incidentally gets a beautiful polish.

Now, I didn't start out with an intention to write a dissertation upon the exquisite pleasure of riding on trains as a "dead-head;" through the liberality of our Company, all of my readers (if any have followed me thus far) have had ample experience in this direction. It should be obvious that, to use a pugilistic phrase, I have been "sparring for wind." They appointed me correspondent for the MAGAZINE, and to make an honest confession, I haven't anything to tell anybody that isn't already well known to everybody.

I could say that "we have with us," now-a-days, many co-laborers of the fair sex, who have undoubtedly elevated the tone of the office by their presence and influence: some of us brush our hair and clothes with greater care than heretofore, and the example set by the girls in unremitting attention to their tasks has made us strive to prove that women enjoy no monopoly in that field.

Then, too, I could draw attention to the fact that Hugo Shakespeare has acquired a pair of huge eyeglasses, with tortoise-shell rims, which make him ogle the world after the fashion of a Chinese mandarin.

Frank Brady, the Annapolis Junction potentate, was threatened with candidacy for the State Legislature, but we understand he has thwarted the ulterior designs of his constituents.

Robert Martin, wearing the flowing collar and breezy pantaloons of his becoming sailor's uniform, called and regaled us with many yarns anent his prowess as guard against the escape of enlisted men confined to bed by illness in the Naval Reserve Hospital at Philadelphia.

Wenzel has gone to work with the Y. M. C. A. at the cantonment at Camp Meade.

"Chollie" Johnson took a morning off to garner a windfall of apples and pears in his ancestral orchards, before the hogs and dogs got them.

"Uncle John" Bredehoeft claims to have caught many fish on the Gunpowder River; didn't have to cast a line or use any bait—the fish were so eager to get out of the water before the cold season sets in.

"Charlie" Schone and "Bob" Smith think only of the grand and glorious reunion of Odd Fellows, to which they contributed their presence and a vociferous denunciation of those outside its pale.

There's an Irish fellow named Levy in our midst, who speaks English with a Yiddish brogue, and the boys in the Savings Feature will have to put glue on their trowsers to stick to their jobs if they don't get his speed. I, myself, have noticed an anxious and careworn expression on John Starklauf's face since that boy's advent.

Ernest Buchheimer struggles manfully to properly transcribe the utterances of our "Grand Old Man" Greist upon the necessity for insurance against fire now and hereafter.

George, the Mittendorff, premier warbler and local diamond king, seems sad these days: probably because of the decadence of amateur theatricals; my, how he could whistle and dance in the old days!

More anon.

Purchasing Department

Sergeant F. Fowler Nooney, One Hundred and Fifteenth United States Infantry, of the Blue and Gray Division, is one of the Baltimore and Ohio boys who is now at Anniston, Ala. Sergeant Nooney was in the service of the Purchasing Department for thirteen years. He saw service on the Mexican border last year with what was then the Fifth Maryland Regiment. Prior to his enlistment in the Fifth Regiment he served in two branches of the sevice—the old Signal Corps and Coast Artillery of the Maryland National Guard.

Timber Preservation Department
Mount Royal Station

Correspondent, S. I. O'NEILL

James Meese, stenographer to the assistant chief tie inspector, made his first visit to New York. "Jimmy" said he never saw such wonderful things and wanted to know who that lady was standing in the river with her hand sticking out. We explained to James that it was the Statue of Liberty.

Albert G. Smith, tie distribution clerk, was married September 16. After a brief honeymoon, he left for Camp Meade.

The photograph to the right is that of Miss Cecelia Stern, first lady stenographer employed in the office of the superintendent of timber preservation. You may note by the picture her congenial face. Miss Stern is a hard worker and is always ready to take one more letter even though she has a book full.

Motive Power Department

The picture below is that of W. Monroe Shipley, one of the first to answer the call to the colors, who enlisted in the United States Navy and is now "somewhere on the Atlantic" aboard the U. S. S. Hannibal. Mr. Shipley served his apprenticeship at Mount Clare and before his enlistment was special motive power inspector, covering the Maryland District, working out of the office of the general master mechanic, Camden Station.

New York Terminal

Correspondent, Fred B. Kohler, *Clerk*
Pier 22

Divisional Safety Committee

W. B. Biggs.....Chairman, Assistant Terminal Agent
A. L. Michelson.....Terminal Cashier
J. J. Bayer.....Freight Agent, Pier 22, N. R.
J. T. Gorman.....Freight Agent, Pier 21, E. R.
T. Kavanaugh.....Freight Agent, 26th Street
T. F. Gorman.....Freight Agent, Pier 7, N. R.
M. F. Steinberger....Freight Agent, St. George Lighterage
C. E. Floom.....Freight Agent, St. George Transfer
E. J. Kehoe.....Freight Agent, Pier 4, Wallabout

Marine Department Members

Permanent

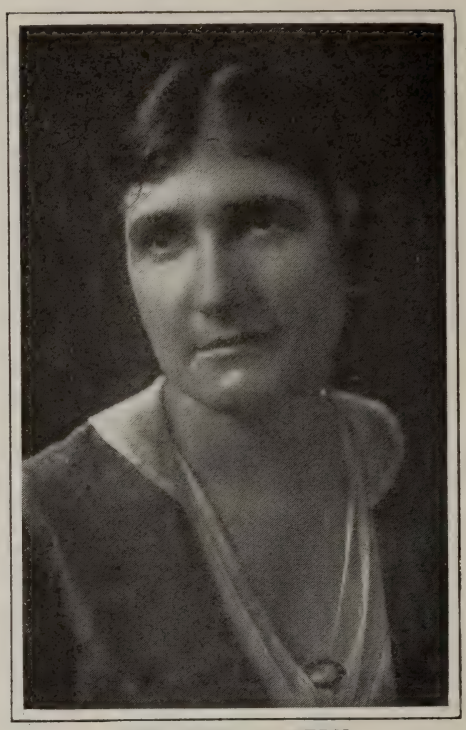
E. A. English.....Marine Supervisor, Chairman
E. J. Kelly.....Assistant Marine Supervisor, Vice-Chairman
E. Salisbury.....Lighterage Supervisor

Rotating Members (appointed for three months)

C. H. Kearney.....Tugboat Captain
W. Connell.....Tugboat Engineer
W. Meade.....Tugboat Fireman
M. Y. Groff.....Lighterage Runner
E. Sodeberg.....Barge Captain
Otto Olsen.....Gas Hoist Captain
H. Peterson.....Steam Hoist Captain
J. Hall.....Steam Hoist Engineer
Walter Kelly.....Deckhand



W. MONROE SHIPLEY



MISS CECELIA STERN

Among the boys of the New York Terminal who have answered the call of Uncle Sam, are the following:

W. Mobrey, clerk, Pier 22, Twenty-first Regiment Engineers, N. G., N. Y.; J. W. Satterfield, clerk, Pier 22, Ninth Coast Artillery, N. G., N. Y.; J. Ferier, tallyman, Pier 22, Twenty-third Infantry, N. G., N. Y.; F. H. Peysner, clerk, Pier 22, N. A.; J. F. Normoyle, clerk, Pier 22, N. A.; J. Hamilton, clerk, Pier 22, N. A.; C. H. Welge, clerk, Pier 22, N. A.; J. T. Griffiths, stenographer, Pier 22, N. A.; N. Egan, tallyman, Pier 22, drafted, N. A.; Charles McAllister, tallyman, Pier 7, Seventy-first Infantry, N. G., N. Y.; George Parker, tallyman, Pier 7, Fourteenth Regiment, N. G., N. Y.; J. Brady, tallyman, Pier 7, N. A.; A. S. Fox, delivery clerk, Pier 7, N. A. and M. Frankel, tallyman, Pier 21, N. A.

There are several others who are waiting for orders.

We have established at Pier 22 a headquarters for all our boys where correspondence is received and answered and everybody is advised as to conditions and whereabouts of our employes. Correspondence is forwarded to them and answered, furnishing them with information as to good wishes and general welfare and informing them of news in general.

We are glad to report we have with us again after a long and serious illness, F. W. Nelson, cashier at Pier 22, who is looking fine and happy again.

On a recent occasion the New York Terminal Club had the pleasure of listening to a very pleasant address by W. H. Averell, general superintendent of the New York Terminal properties, who spoke on the railroad man's part in the war and what he could do to facilitate the handling of cars and merchandise at this time when equipment is needed and delay is a most serious matter.

The Veteran Employes' Association of the New York Terminal properties, held their third regular meeting at the Livingston Club House, Wednesday, October 17. Interesting talks were given by president Cornell, chairman of executive committee Kelly and others. A strenuous campaign is now being waged to boost up the organization membership. On October 17 it numbered thirty-four veterans from all departments of the service. It is hoped to increase the membership to at least 100 before the next regular meeting. Messrs. Averell and Hanlin were elected honorary members.

The following resolution was unanimously adopted, which speaks highly for the deep interest in the Company's welfare displayed by members of this association:

"*Resolved:* That the members of the Veteran Employes' Association hereby pledge their loyal and undivided support to the management and will do all possible to further the Company's interests, not only in the particular department in which employed, but stand ever ready to render assistance in any direction their service may be required.

"And it is further *Resolved:* That realizing the existing conditions which make necessary the employment of much inexperienced help, we, each and every one of us, bind ourselves to render all assistance in our power to make such employes efficient, valuable and loyal."

Staten Island Rapid Transit Railway Company

Correspondent, S. A. Turvey, *Trainmaster's Clerk*, St. George

Divisional Safety Committee

H. R. Hanlin	Chairman, Superintendent
B. F. Kelly	Vice-Chairman, Trainmaster
S. A. Turvey	Secretary, Trainmaster's Clerk
H. W. Ordean	Division Engineer
W. A. Deems	Master Mechanic
W. L. Dryden	Signal Supervisor
R. F. Farlow	Master Carpenter
Dr. F. De Revere	Medical Examiner
A. J. Conley	Road Foreman of Engines
J. D. Gibb	Trainmaster
J. F. McGowan	Division Operator
E. R. Decher	Division Agent
W. J. Kenney	Attorney
C. A. Wilson	Supervisor Crossing Watchmen

Rotating Members

W. Neiderhauser	Towerman, Tower B
J. B. Gerow	Freight Conductor
Guy Fetzer	Painter
W. Smith	Locomotive Engineer
J. Naples	Locomotive Fireman
W. A. Marshall	Clerk to Agent, Tompkinsville
G. J. Goolic	Inspector

Harry Wood, passenger trainman, and Walter Cotter, freight trainman, were in the second contingent of men called from Staten Island to go to Yaphank, October 12. The second batch of men received greater applause than the first on account of it being a legal holiday.

Thomas Murray has been promoted to inspector, Maintenance of Way Department, vice G. J. Goolic, promoted.

Miss Emma Burke has been promoted to file clerk in the general manager's office, vice Miss Shay, resigned.

Miss May O'Connor has been promoted to ticket clerk, vice Miss Emma Burke, promoted.

J. J. Langford has been promoted to assistant night yardmaster St. George vice E. Goodliffe, who, owing to ill health, had to take inside work. "Eddie" is now chief yard clerk.

P. I. Simonson, freight conductor, spent a pleasant vacation traveling on the Baltimore and Ohio Railroad.

Chief clerk and Mrs. Joseph S. Fabregas spent their vacation in the west.

Philadelphia Division

Correspondents

J. C. Richardson, *Chief Clerk*

J. C. Anderson, *Shop Clerk*

Divisional Safety Committee

R. B. White	Chairman, Superintendent
W. T. R. Hoddinott	Vice-Chairman, Trainmaster
T. Bloecher	Division Engineer
J. P. Hines	Master Mechanic
J. E. Sentman	Road Foreman of Engines
H. K. Hartman	Chief Train Disptacher
T. B. Franklin	Terminal Agent
H. D. Schmidt	Captain of Police
F. H. Lamb	Division Claim Agent
Dr. C. W. Pence	Medical Examiner
J. T. Miller	Road Engineer
M. F. Goodnight	Road Fireman
A. P. Offutt	Road Conductor
H. A. Gallagher	Yard Conductor
W. E. Warden	Tender Inspector
J. J. Ward	Car Inspector
W. M. Devlin	Secretary

T. H. Gordon, on October 17, was promoted from assistant supervisor to assistant division engineer.

W. T. R. Hoddinott, trainmaster, was on the sick list for several weeks.

J. C. Watts, agent at Elk Mills, has been ill for more than a month.

J. T. Reynolds, for a number of years freight conductor on the Philadelphia Division, died at Aberdeen, Md., on October 10, after an illness of several years.

J. E. Lee, passenger conductor in the employ of the Baltimore and Ohio for over fifty years, was granted a pension on August 22.

J. E. Moore, yard engineer for twenty-five years, was granted a pension on August 25.

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office, Camden Station*

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
J. P. Kavanagh....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Washington
C. H. Winslow.....Secretary, Brunswick

Relief Department

Dr. F. H. Mathers.....Medical Examiner, Camden Station
Dr. J. A. Robb.....Medical Examiner, Washington
Dr. J. F. Ward.....Medical Examiner, Winchester, Va.

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick, Md
C. A. Mewshaw.....Trainmaster, Camden Station
E. E. Hurlock.....Division Operator, Camden Station
E. C. Shipley.....Road Foreman of Engines, Riverside
J. J. McCabe..Trainmaster and Road Foreman, Harrisonburg
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington
W. E. Shannon.....Agent, Brunswick, Md.
W. E. Neilson.....Agent, Camden Station
C. C. Bastain.....Freight Conductor, Riverside
W. F. Moody.....Freight Engineer, Riverside
J. B. McGovern.....Freight Fireman, Riverside
H. B. Bohanon.....Yard Conductor, Mount Clare
R. B. Banks.....Divisional Claim Agent, Baltimore, Md.
J. M. Powell.....Captain of Police, Camden Station

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden Station
S. C. Tanner.....Master Carpenter, Camden Station
C. A. Thompson.....Signal Supervisor, Camden Station
J. Flanagan.....General Foreman, Locust Point
L. C. Bowers.....Supervisor, Camden Station
E. D. Calvert.....Supervisor, Winchester, Va.
W. E. Poole.....Section Foreman, Gaithers, Md.
J. M. Gross.....Carpenter Foreman, Staunton, Va.
E. C. Hobbs.....Signal Repairman, Gaithers, Md.

Motive Power Department

T. F. Perkinson.....Master Mechanic, Riverside
C. B. Williamson.....General Car Foreman, Riverside
T. O'Leary.....Car Foreman, Washington
H. S. Ely.....Clerk to Car Foreman, Camden Station
G. N. Hammond.....Material Distributer, Locust Point
J. J. Good.....General Foreman, Brunswick, Md.
G. B. Dinges.....Clerk to Car Foreman, Brunswick, Md.
C. F. Serp.....Machinist Apprentice, Riverside, Md.

Riverside Shops

The efforts made by engineer S. G. Barling at Riverside shops in behalf of the Second Liberty Loan met with enthusiastic success. During the time of the canvass, which extended over a period of two or three hours, $5,000 in denominations of $50.00 and $100.00 bonds were pledged by the employes of Riverside.

The employes showed that the enthusiasm which was exhibited at the recent flag raising at Riverside shops could be given expression to in a much more substantial way than the mere exhibition of interest, for in this matter, where their dollars were concerned, they showed themselves in line with the events of the hour.

Engineer Barling has turned over the subscription blanks to the treasurer of the Baltimore and Ohio Railroad.

Brunswick Shops

The congenial general foreman of the Locomotive and Car Department at this station, F. C. Schorndorfer, has proven himself such a success at Brunswick that the officials have found it their pleasure to advance him another rung in the ladder.

The employes of the above departments are exceedingly sorry to lose Mr. Schorndorfer. He has their best wishes for continued success and all the good luck in the world.

Being one of the easiest men to approach and always a willing listener, we are sure the transportation people regretted Mr. Schorndorfer's departure as much as the Motive Power Department.

We have been advised that Mr. Schorndorfer will be transferred to Benwood, and all sincerely hope that the shop forces at the above point will appreciate him as much as we do.

J. J. Good, roundhouse foreman, has been promoted to fill the position of general foreman, which is a well deserved promotion, as Mr. Good has been roundhouse foreman for a number of years. He is well thought of by one and all in every department.

Washington Terminal

Correspondent, G. H. Winslow, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. Winslow.....Chairman, Secretary, Y. M. C. A.
Dr. James B. Grier..Medical Examiner, Sanitary Inspector

Motive Power Department

G. W. Kiehm.....Air Brake Supervisor
W. M. Grant.....Boiler Foreman
H. A. Bright.....Gang Leader
C. J. Ayers.....Gang Leader
A. F. Kreglow.....Storekeeper
T. E. Croson.....Yard Engine Dispatcher
N. Tippet.....Foreman, Car Shop
H. A. Barefield.....Assistant Foreman
A. A. Pace.....Foreman, Station
G. F. Mergell.....Foreman of Electricians
J. J. Desmond.....Gang Leader
G. Valentine.....Yard Engine Dispatcher
B. Howard.....Assistant Foreman
R. Heindrich.....Foreman, Station

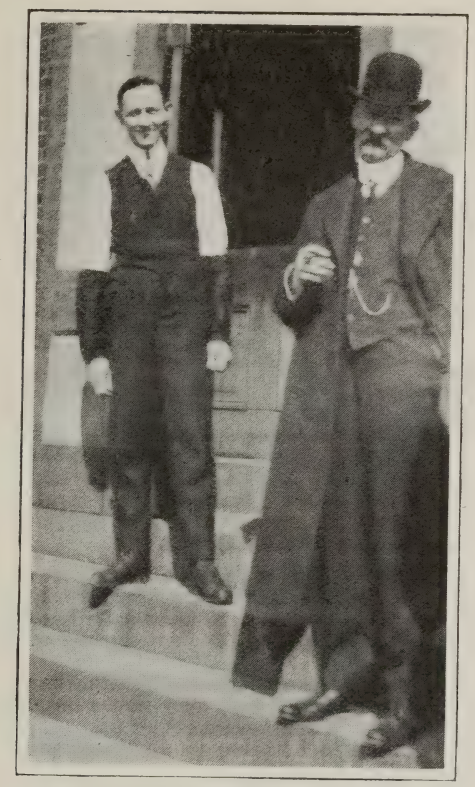
Transportation Department

P. H. Deleplaine.....Train Director
L. T. Keane.....Conductor
E. M. Farmer.....Conductor

Maintenance of Way Department

W. M. Cardwell.....Master Carpenter
F. W. Hodges.....Foreman, Carpenter Shop
H. L. Bell.....Foreman, Carpenter Shop
A. M. Brady.....Track Foreman
J. T. Umbaugh.....Track Foreman
P. C. Richmond.....Signal Maintainer
H. R. Callahan.....Signal Foreman

The call of patriotism and service to one's country is urgent in these days of war and struggle between the forces of hate, oppression and autocracy on the one side, and those of humanity and democracy on the other. This call has been answered willingly by a number of our employes here who have volunteered in the Army and Navy and who have been selected to serve in the National Army. Former assistant secretary John T. Rose is the latest one to go into the ranks. Mr. Rose volunteered some time ago. He received an appointment as sergeant in the aviation division of the Signal Corps and left several days ago for France. Much success to him.



CHARLES WARFIELD AND J. T. CARR

Private L. G. Atchison, who is at Camp Lee, Va., and who was one of our members, passed through here on his way home. A great improvement was noticeable in his physical condition. Mr. Atchison said that in another month or two the fellows in camp would be so hardened that bullets would have no effect on them.

Corporal R. L. Sanders, C Company, 312th Machine Gun Battalion, was recently promoted because of proficiency. Corporal Sanders was formerly night assistant secretary in this association.

Our bowling alleys have been put in good condition and are in readiness for the season's activity. A bowling league will be organized, as usual.

Basketball men are hustling to get their teams lined up for the season. Enthusiasm runs high and a good league is expected.

While engaged in conversation with one of the men who went in the Washington quota to Camp Meade, the Railroad Y. M. C. A. secretary who accompanied the various detachments was asked for a bible. Not having one, promise was given to send one to the man who had asked for it. The man, however, was not satisfied with this because there was a number of others who wanted bibles and were unable to secure them, so a further request was made for additional copies. After advising with the camp secretary twenty-four copies of the New Testament were sent to the clerk of B Company, 312th Machine Gun Battalion, Camp Meade, who attended to the distribution, placing them where they will be used to the best advantage.

A number of new patriotic records have been secured for the phonograph and are very popular with the men.

Private James W. Amidon, of the 312th Machine Gun Battalion, who was stationed at Camp Meade, visited us on his way to Camp Gordon, Atlanta. He is looking well and enjoys camp life.

A large number of the railroad men have qualified as riflemen, marksmen, sharpshooters or experts on the new range.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

The accompanying photographs represent a portion of our present office force:

The one below shows our six lady clerks: In the front row, from left to right, are Miss A. G. Berryman, cashier's clerk; Miss M. Berman, stenographer, and Miss L. Hawkins, O. S. & D. clerk. Immediately behind them are Miss C. Porton, chief clerk's stenographer, and Mrs. W. B. Kimberley, cashier's clerk, while standing in the doorway is Miss M. McDonnell.

It is unnecessary to say that when the soldier boys are passing the office to entrain in our yard (which often happens), the general order to the troops is "eyes right!" This, of course, has nothing to do with the smiling faces shown in the picture.

At the top of other column is a picture of our cash clerk, "Charlie" Warfield, who has in some way known to himself managed to escape from



CLERKS AT WASHINGTON, D. C., FREIGHT STATION

his desk long enough to brave the test of the camera. Standing on the lower step is claim clerk J. T. Carr.

The Washington Terminal Women's Auxiliary of the Red Cross, of which the wives of many Baltimore and Ohio men are members, held an enthusiastic rally in the rooms of the Terminal R. R. Y. M. C. A. on the evening of September 28, at which the R. R. Y. M. C. A. generously provided an enjoyable entertainment.

An address of welcome was made by W. J. Wilson, superintendent of the Washington Terminal Company. The address of the evening was delivered by Mrs. J. B. Hutchinson, of Philadelphia, who is a well-known worker in the Red Cross Society. Mrs. Hutchinson explained in detail the work that women can do in the present national situation.

The program consisted of instrumental and vocal music and readings by well-known local artists.

At the conclusion of the entertainment the ladies served ice cream and cake. About four hundred members and friends of the R. R. Y. M. C. A. and the Red Cross attended and expressed themselves as having spent a most enjoyable evening.

Several new members were added to the Red Cross auxiliary as a result of the rally.

It is a great pleasure to be able to report that nine applications for the Second Liberty Loan Bonds were sent to the treasurer from our office within the first two days after we received the Company's offer.

The following are the names of men in the Transportation Department, this station, who have enlisted in Uncle Sam's service:

E. G. Taubersmitt, truckman, Third Regiment, District of Columbia National Guard; R. L. Butler, truckman, cook at a cantonment; W. L. Santman, assistant rate clerk, U. S. Field Artillery; T. W. English, stenographer, Third Regiment, District of Columbia National Guard, and J. J. Laverine, cashier's clerk, U. S. Navy.

In addition to these names let us add that of Arthur O. Ridgeley, son of chief rate clerk Clarence A. Ridgeley, who has obtained an appointment in the aviation service.

Congratulations are due to delivery clerk M. M. Phelps on the arrival of a bright baby boy to cheer him when he reaches home after a good day's work. This makes number four in the Phelps family, which is fast entering into the class so heartily commended by former President Roosevelt.

Mount Clare Shops

Correspondent, V. F. Riley, *Secretary to Superintendent*

Divisional Safety Committee

L. Finegan.....Chairman, Superintendent of Shops
E. P. Poole.....Vice-Chairman, Asst. Supt. of Shops
V. F. Riley.....Secretary, Secretary to Supt. of Shops
J. Howe.....General Foreman
H. A. Beaumont.....General Car Foreman
G. H. Kapinos.....Supervisor of Shop Machinery and Tools
Dr. F. H. Digges.....Assistant Medical Examiner
P. F. Wagner.....Shop Hand, Erecting Shop
H. T. Stickell.....Boilermaker, Boiler Shop
G. F. Klein.....Piece Work Inspector, No. 1 Machine Shop
E. B. Bunting.....Machinist, No. 2 Machine Shop
W. H. Robinson.....Pipe Fitter, Pipe and Tin Shop
G. M. Kiser.....Moulder, Foundries and Re-Rolling Mill
J. T. Giles.....Blacksmith, Blacksmith Shop
G. Schmale.....Machine Operator, Bolt and Forge Shop
W. P May.....Machinist, Air Brake Shop
C. Kessler.....Patternmaker, Pattern Shop
A. G. Mercer.....Machinist, No. 3 Machine Shop and Steel Car Plant
T. U. Dover....Shop Hand, Tender and Tender Paint Shop
H. Alker.....Shop Hand, Axle Shop and Power Plant
J. E. Leary.....Gang Foreman, Freight Car Track
J. Jankiewicz.....Car Builder, Passenger Car Erecting Shop
W. F. Zoellers...Upholsterer, Passenger Car Paint, Finishing and Upholstering Shops
J. J. Pitsinger.....Mill Machine Hand, Saw Mill and Cabinet Shops
W. Banahan..... Foreman, Stores Department

V. F. Riley has been promoted to the position of secretary to superintendent of shops at Mount Clare due to W. L. Morgan being furloughed for military duty. Mr. Riley was formerly stenographer to supervisor of tool equipment and piecework for the System.

The Mount Clare Welfare, Athletic and Pleasure Association held a special meeting on Wednesday, October 3, to arrange for bowling teams, indoor baseball, basketball, and other indoor sports.

Ten bowling teams were organized for the men and four for the ladies, also indoor baseball and basketball teams were organized.

Prizes are to be given to all teams to the extent of about $130.00.

After all business was transacted, addresses were made by L. Finegan, superintendent of shops; E. P. Poole, assistant superintendent of shops; H. A. Beaumont, general foreman, Car Department; J. Howe, general foreman, Locomotive Department, and G. W. Smith, of the Welfare Association, after which a musical entertainment was given.



G. E. SIRBAUGH



C. B. SMITH.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
THOMAS R. REES, *Secretary to Superintendent*
W. C. MONTIGNANI, *Secretary, Y. M. C. A.*
C. L. KALBAUGH, *Chief Clerk to Master Mechanic*

Divisional Safety Committee

G. D. BROOKE.....Chairman, Superintendent
H. W. GRENOBLE...Vice-Chairman, Assistant Superintendent
T. R. REES.....Secretary
E. P. WELSHONCE.....Trainmaster, West End
E. C. GROVES.....Trainmaster, East End
L. J. WILMOTH.....Road Foreman, East End
M. A. CARNEY.....Road Foreman, West End
F. F. HANLEY.....Division Engineer
F. P. PFAHLER.....Master Mechanic
E. C. DRAWBAUGH.....Division Operator
DR. J. A. DORNER.....Medical Examiner
DR. J. H. MAYER.....Medical Examiner
G. R. BRAMBLE.....Freight Agent
W. D. STROUSE.....Joint Agent
E. E. DEAN.....Car Foreman, East End
W. T. DAVIS.....Car Foreman, West End
F. L. LEYH.....Storekeeper
W. M HINKEY.....Storekeeper
W. S. HARIG.....Division Claim Agent
T. Z. TERRELL.....Freight and Ticket Agent
I. S. SPONSELLER.....General Supervisor
J. N. GODMAN.....Captain of Police
F. A. TAYLOR.....Master Carpenter
W. L. STEVENS.....Shop Clerk
W. C. MONTIGNANI..Secretary, Balto. and Ohio Y. M. C. A.
M. E. MULLEN...Assistant Master Mechanic, Keyser, W. Va.

ROTATING MEMBERS

C. DILLON.....Conductor
J. C. SCHRODER.....Engineer
A. N. KEYSER.....Fireman
W. J. LEASURE.....Yard Brakeman
L. H. MIDDLECAMP.....Machinist
E. J. TWIGG.....Car Inspector

Baltimore and Ohio Athletic Association of Cumberland, Md.

PRESIDENT

GRIFFIN A. MCGINN.....Chief Clerk to Superintendent

VICE-PRESIDENTS

F. F. HANLEY.....Division Engineer
F. P. PFAHLER.....Master Mechanic
E. C. DRAWBAUGH.....Division Operator
H. D. STREET.....Division Freight Agent
A. J. KELLY.....General Yardmaster

TREASURER

G. R. BRAMBLE.....Freight Agent

SECRETARY

T. R. REES.....Secretary to Superintendent

O. S. W. Fazenbaker, chief clerk to trainmaster at Keyser, went gunning October 1 and was successful in bagging eighteen "cottontails" and one "whistling pig," Oscar didn't say this, but we saw 'em. This proves that he can hunt as well as play baseball.

The accompanying pictures are those of operators C. B. and J. A. Smith, who were employed at Rowlesburg and Blaser, W. Va., as third trick operators.

Both are with the Signal Corps at Manila. From the pictures submitted they look the part and their services will, no doubt, be valuable to the army.

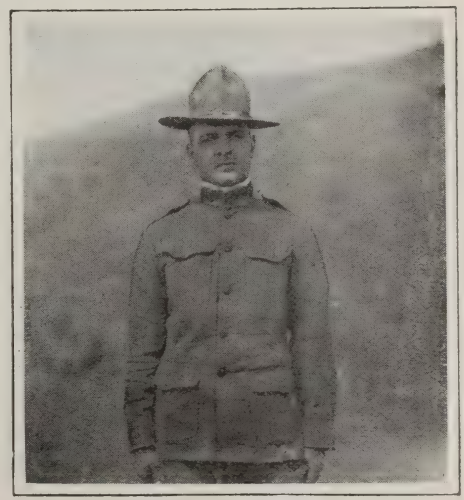
On page 64 is a photograph of G. E. Sirbaugh, employed as interstate inspector at the Keyser car shops. He got busy on the Second Liberty Loan and landed $10,000 worth of bonds by explaining the meaning of the loan. We think this is pretty good for one man. The Baltimore and Ohio boys here loaned their money pretty liberally.

Mr. Sirbaugh entered the service of the Baltimore and Ohio at Paw Paw in 1901 as trackman. He has been employed at the car shops, Keyser, in different capacities for several years.

Martinsburg Shops

Correspondent, W. L. STEPHENS

A splendid entertainment was given at the Y. M. C. A. under the auspices of the Safety Committee. Agent R. S. Bouic had charge of the arrangements. Music was furnished by Comry's Orchestra. The moving pictures were fine and delighted the large audience. "The Rule of Reason" was an especially fine one and taught some valuable lessons.



J. A. SMITH

Paul, the five-year old son of supervisor and Mrs. A. A. Tedrick, died at his home, 210 North Raleigh Street, of peritonitis. The little fellow had been in poor health for some months, but was not seriously ill until a few hours before he died. Mr. and Mrs. Tedrick have the sympathy of the entire community in their bereavement.

The employes of this division are mourning the loss of our friend and fellow employe, Captain J. H. Orem, who died at his home on Pennsylvania Avenue, this city. Mr. Orem for many years was an engineer on the Baltimore and Ohio. Some years ago he was injured, and although he never fully recovered, he returned to duty. For a number of years he ran one of the shifting engines in the local yard.

Probably there was not a railroad man more widely and favorably known in this section than Captain Orem. He has not been in active service for a number of years, but it is difficult for those of us who knew him to realize that Captain Orem has checked in on his final run.

A widow, one daughter and three sons survive.

It is with regret that we must record the fact of Elmer E. Stallings' death, which occurred in the vicinity of Greenville, S. C., while in the performance of his duties as engineer of the Southern Railway. He will be remembered by many of the employes of this division, where he was employed as an engineer. Some years ago he left the service of the Baltimore and Ohio. He is survived by his widow, who was Miss Lottie Caldwell, of this city, two daughters and his mother.

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton
R. F. Haney, *Conductor*, Weston
C. F. Schroder, *Operator*, Grafton
J. Lynch, *Car Inspector*, Fairmont

Divisional Safety Committee

J. M. Scott.....Chairman, Superintendent, Grafton, W. Va.
J. W. McClung.....Trainmaster, Grafton, W. Va.
J. A. Anderson.....Master Mechanic, Grafton, W. Va.
W. I. Rowland.....Road Foreman, Grafton, W. Va.
J. F. Eberly.....Division Engineer, Grafton, W. Va.
H. L. Miller.....Car Foreman, Grafton, W. Va.
J. O. Martin.....Division Claim Agent, Clarksburg, W. Va.
Dr. C. A. Sinsel.....Medical Examiner, Grafton, W. Va.
Dr. E. A. Fleetwood..Medical Examiner, Clarksburg, W. Va.
P. B. Phinney.....Agent, Grafton, W. Va.
J. D. Anthony.....Agent, Fairmont, W. Va.
S. H. Wells.....Agent, Clarksburg, W. Va.
R. L. Schill.....Agent, Weston, W. Va.
E. J. Hoover.....Agent, Buckhannon, W. Va.
F. W. Tutt.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.

Rotating Members

J. O. Whorley.....Engineer, Fairmont, W. Va.
W. H. Kelly.....Machinist, Grafton, W. Va.
C. C. Burgy.....Brakeman, Grafton, W. Va.
E. E. Yerkey.....Conductor, Clarksburg, W. Va.
J. W. Thornhill.....Car Inspector, Fairmont, W. Va.
L. V. Atha.....Conductor, Grafton, W. Va.
E. L. Pendergast.....Machinist, Fairmont, W. Va.

Owing to the call to the colors, the division accountant's office has suffered the loss of two good men, the first to leave being M. J. Eisert, C. T. time clerk, who is now in Camp Lee, Petersburg, Va., and C. A. Sinsel, Jr., who joined the Aviation Corps. The co-workers of these men demonstrated their regard for their fellow-workers by presenting Mr. Eisert with a wrist watch and Mr. Sinsel with a toilet outfit. Mr. Eisert was succeeded as C. T. time clerk by J. J. Snively, and Mr. Sinsel, motive power labor distributer, was succeeded by G. E. Sturm.

The picture below is that of extra gang foreman R. E. Sandy. Mr. Sandy was born in Clarksburg, and is one of the most popular foremen on the division.

Master carpenter W. T. Hopke, wife and son, attended the Master Carpenters' Convention at Chicago, Ill.

M. E. Cartright, general yardmaster at Grafton, has been promoted to trainmaster, Wheeling, W. Va., and has been succeeded by C. Borst.

Miss Ethel Bradford, stenographer to superintendent J. M. Scott, and Miss Catherine Snively are spending a week's vacation with friends in Baltimore.

Miss Rose Burns paid a visit to her sister, who is a nurse in Mercy Hospital, Baltimore.

Wheeling Division

Correspondents

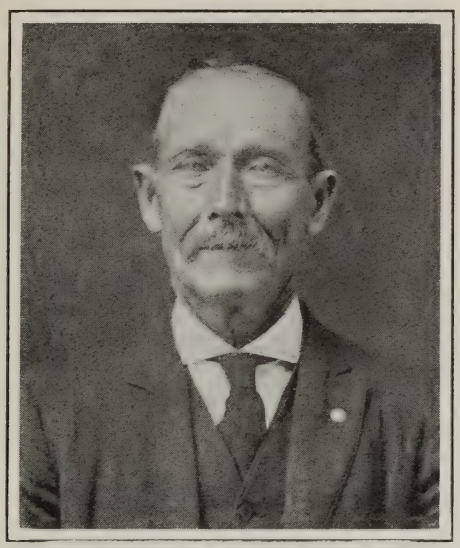
C. F. Miller, *Office of Superintendent*
D. F. Allread, *Agent*, Folsom, W. Va.

Divisional Safety Committee

E. V. Smith.....Chairman, Superintendent
E. C. Wight.....Division Engineer
F. C. Schorndorfer.....Master Mechanic
M. J. Walsh.....Road Foreman of Engines
M. E. Cartwright.....Terminal Trainmaster



R. E. SANDY



TRACK FOREMAN JOHN FINNICUM

J. A. Fleming.....Agent, Wheeling, W. Va.
Dr. J. E. Hurley.....Medical Examiner
M. C. Smith.....Claim Agent
F. M. Garber.....Car Foreman
R. A. Nease.....Machinist Helper
W. C. Wright.....Track Supervisor
J. Thonen.....Engineer
E. L. Parker.....Freight Conductor
L. C. Bomer.....Freight Conductor
B. Huff.....Machinist
J. E. Holler.....Freight Fireman

M. K. Walsh has been appointed road foreman of engines, vice W. F. Ross, deceased.

The minstrel show and dance given by the employes of the Company on November 1 at the Carrol Club made a great hit. "Fred" Powell and R. T. Brooks kept the crowd in an uproar from the time the curtain was raised until the closing. Music for the affair was furnished by the Premier Orchestra, one of the best in the city.

Effective November 1 J. A. Sonnefeld was made secretary to the superintendent, vice J. R. Flynn, resigned to accept service with the Government. The many friends of "Jimmie" were sorry to see him leave, but all wish him success. We also welcome his successor.

Effective November 1 F. C. Schorndorfer was made master mechanic, Benwood, W. Va., vice T. R. Stewart, transferred.

Effective November 1 E. C. Wight was appointed division engineer, headquarters at Wheeling, W. Va., vice P. A. Beatty, resigned to accept service with another company.

Effective October 16 M. E. Cartwright was appointed terminal trainmaster, Wheeling Division, with headquarters at Benwood, vice C. W. Gorsuch, transferred.

J. R. Padden has been transferred from stenographer in the car distributer's office to stenographer to the chief clerk to the superintendent.

The employes of the Wheeling Division are making arrangements for the annual ball, which will be held about December 27.

Ohio River Division

Correspondents

S. S. Roush, *Office of Superintendent*
Miss Helen Wright, *Office of Division Engineer*

Divisional Safety Committee

J. W. Root.....Superintendent
F. C. Moran.....Trainmaster
J. G. Kircher.....Road Foreman of Engines
O. J. Kelly.....Master Mechanic
L. E. Haislip.....Division Engineer
F. R. Davis.....Terminal Trainmaster
Dr. J. P. Lawlor.....Medical Examiner
E. Chapman.....Captain of Police
F. A. Carpenter.....Agent, Parkersburg
S. E. Eastburn.....Agent, Yardmaster, Huntington
H. F. Owens.....Secretary

Rotating Members

P. M. Roe.....Engineer
O. W. McCarty.....Fireman
H. Neal.....Conductor
M. F. Caldwell.....Brakeman
A. C. Smith.....Car Department
C. R. Taylor.....Locomotive Department
J. E. Rosier.....Stores Department

W. E. Kennedy, claim agent, is able to resume his duties after an illness of three weeks.

J. McC. Martin, traveling freight agent, is off duty account illness.

W. P. Flaherty, motive timekeeper in the division accountant's office, has resigned to accept a position with Consolidation Coal Company, Fairmont, W. Va.

C. W. Licklider, assistant transportation timekeeper, resigned on October 15 to accept a similar position with the Coal and Coke at



TRACK FOREMAN GRAMP BLAIR

Elkins, W. Va., to which place he has moved his family. He was succeeded by Miss Ethel Owens.

D. M. Crotty, yard clerk, returned from a fifteen days' vacation which he spent visiting cities in the far west.

C. J. O'Connor, clerk to trainmaster and road foreman of engines, returned from a vacation spent in New York, Atlantic City and other cities of the east. He reports a fine time.

Our popular passenger brakeman, C. F. Branham, of trains Nos. 71 and 72, has returned to duty after a short vacation which he spent at his home in the southern part of the state.

Cleveland Division

Correspondent, G. B. Gymer, *Secretary to Superintendent*, Cleveland

Divisional Safety Committee

H. B. Green.....Superintendent
G. B. Gymer.....Secretary
J. J. Powers.....Trainmaster
W. J. Head.....Trainmaster
A. R. Carver.....Division Engineer
G. R. Galloway.....Master Mechanic
P. C. Loux.....Road Foreman of Engines
G. H. Kaiser.....Road Foreman of Engines
A. J. Bell.....Terminal Agent
Dr. A. A. Church.....Medical Examiner
G. J. Maisch.....Claim Agent
M. E. Tuttle.....Division Operator

Rotating Members (to serve three months)

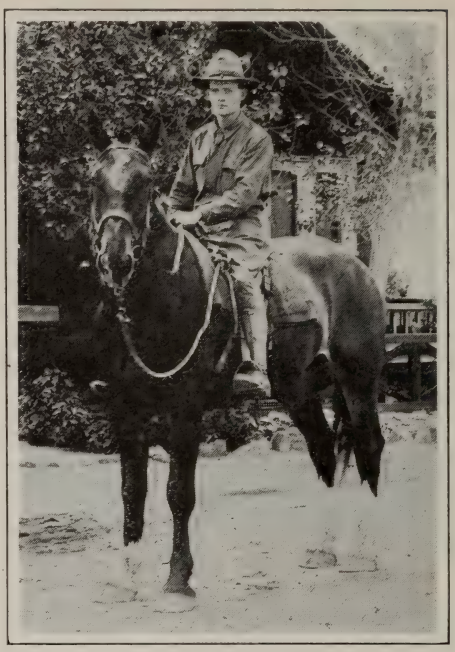
W. G. Harris.....Assistant Agent, East Akron
C. H. Richards.....Dispatcher, Akron
M. Carano.....Section Foreman, Akron
J. H. Myers.....Carpenter Foreman, Cleveland
T. J. Brown.....Conductor, Lorain
J. A. Moore.....Engineer, Lorain
M. Livingstone.....Engineer, Cleveland
J. E. Friskey.....Conductor, Akron
G. C. Bell.....Conductor, Cleveland
W. Reider.....Machinist, Cleveland
T. A. Horn.....Material Checker, Lorain

Below is a photograph of the paint shop at Lorain, known as the "beauty spot" of the car yards, showing the "boss" painter and his helpers.

Miss Clara B. Kepner has been appointed agent at Everett, O., vice F. R. Sanburn, transferred to Botzum, O., in place of P. W. Lewis, resigned.



"BEAUTY SPOT" OF CAR YARDS
LORAIN, OHIO



CLIFTON J. HAWKINS

Miss Abbie E. Howe has been appointed agent at Ira, O., vice her father, E. B. Howe, relieved because of illness.

Newark Division

Correspondent, W. F. Sachs, *Chief Clerk*

Divisional Safety Committee

D. F. Stevens.....Chairman, Superintendent, Newark, O.
J. P. Dorsey.....Vice-Chairman, Trainmaster, Newark, O.
C. R. Diemar.....Division Engineer, Newark, O.
R. A. Vernon.....Road Foreman, Newark, O.
A. E. McMillen.....Master Mechanic, Newark, O.
A. R. Claytor.....Division Claim Agent, Newark, O.
D. L. Host.....T. M. & C. T. D., Columbus, O.
C. D. Miller.....Shopman, Newark, O.
Dr. M. H. Koehler.....Medical Examiner, Newark, O.
T. Waters.....Conductor, Newark, O.
M. H. Devore.....Fireman, Newark, O.
J. N. McDonald.....Engineer, Newark, O.
Lawrence Prior.....Car Repairman, Newark, O.
William Schlingerman.....Machinist, Newark, O.
B. J. Harrington.....Yard Brakeman, Newark, O.

The picture above is that of Clifton J. Hawkins, who secured a furlough from the service of this Company to become a member of Battery A, Eleventh Field Artillery, stationed in Arizona. He is twenty years old and has been employed in the Newark shops for several years.

The friends of C. L. Anderson, retired track foreman, and Charles M. Reel, freight conductor, were shocked at the news of their death on October 6. These men were motoring from Newark to Columbus, and after leaving Pataskala, O., the rear axle of their automobile broke, causing the machine to skid and turn over,

death resulting from the injuries received. Both men had been in the service a number of years.

Assistant car distributer David Gettings is receiving congratulations as a result of his marriage to Miss Jessie Singleton, daughter of engineer F. I. Singleton. The ceremony was performed by the Rev. E. J. Walters. Best wishes are extended to the young couple for a long and happy married life.

Earl and Robert McKee, sons of agent R. E. McKee, Sandusky, recently left for Indianapolis to resume their studies in dentistry.

Baltimore and Ohio baggage car No. 475 continues to make weekly trips to Philadelphia, despite present weather conditions. This car handles shipments of live carp for market. The car is equipped with ten tanks for carrying the fish. A gas engine is employed to pump fresh air into the tanks when the car is stationary and a floor pump that derives power from the axle of car when it is in motion. The attendant in charge of car takes the temperature of the water in Sandusky Bay at the time the live fish are loaded into the car, and by the use of ice and fresh air maintain the same temperature during the trip.

James H. Miller, for many years oil car conductor and a familiar figure around Newark storeroom, died at his home in Newark, October 13. He was retired from active service on June 15, 1917, and was sixty-five years of age at the time of his death. Mr. Miller was a charter member of the Newark Branch of Baltimore and Ohio Veterans' Association, and was held in high esteem by all who knew him.



DOROTHEA JEAN GILBERT
Daughter of Machinist Edgar Gilbert

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Broughton	Chairman, Superintendent
C. M. Stone	Trainmaster
T. E. Miller	Master Mechanic
G. N. Cage	Road Foreman of Engines
Dr. F. H. Weidemann	Medical Examiner
H. B. Pigman	Division Operator
A. P. Williams	Division Engineer
H. D. Whip	Relief Agent
C. A. Albright	Agent
E. E. McDonald	Agent
W. F. Herwick	Conductor
W. J. Dayron	Road Brakeman
O. E. Newcomer	Fireman
W. H. Metzgar	Supervisor
E. C. Lucas	Car Foreman
A. L. Friel	Shop Foreman
H. E. Cochran	Secretary

"Charley" Walters, train dispatcher, Connellsville, recently spent an enjoyable two weeks' vacation in Atlanta, Ga.

It might not be too commonplace to mention the fact that the telegraph office at Connellsville has been equipped with the latest type of switchboard.

John McGrath, of the car distributer's office, was one of the sixty odd thousands that attended the first two Giant-White Sox World's Series games in New York. He was the fellow with the soiled collar on.

There were several changes among officials at Connellsville during October. A. E. McVicker, formerly assistant trainmaster at Somerset, was appointed trainmaster at Connellsville to succeed C. M. Stone, who was appointed to the newly created position of assistant superintendent at Connellsville.

Two Connellsville enginemen were vigorously discussing the relative merits of the whistles on their respective engines recently. One was forced to concede that, despite the fact that his locomotive was somewhat superior to his opponent's, his whistle was somewhat inferior, so he consoled himself with the following retort: "Oh, well, I've often heard a mighty loud horn on a Ford."

Dorothea Jean Gilbert, the only member of her family who is not doing her "bit" for the Baltimore and Ohio. She is the daughter of Mr. and Mrs. Edgar Gilbert, machinist and car department clerk, respectively, at Connellsville. We may be in error in our presumption about Miss Dorothea's inactivity, for she is certainly intelligent looking enough to play the part of little housekeeper while papa and mamma are helping to make the Baltimore and Ohio what it is.

Pittsburgh Division

Correspondent, B. J. McQuade, *Office of Superintendent*, Pittsburgh

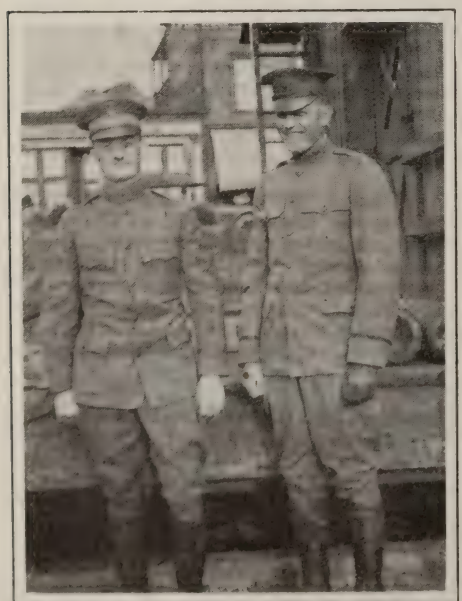
Divisional Safety Committee

T. J. Brady.....Chairman, Superintendent
T. W. Barrett.....Vice-Chairman, Trainmaster
W. J. Kennedy.....Secretary
C. C. Cook.....Division Engineer
M. C. Thompson.....Road Foreman of Engines
G. W. C. Day.....Division Operator
E. J. Brennan.....Superintendent of Shops
A. J. Weise.....General Car Foreman
F. Bryne.....Claim Agent
W. F. Deneke.....Agent, Pittsburgh
Dr. A. J. Bossyns.....Medical Examiner
R. F. Langdon.....Brakeman
E. D. McCaughey.....Fireman
E. P. Chenowith.....Conductor
J. J. Berry.....Foreman, Glenwood
J. L. Soliday.....Engineer

Among the many former Baltimore and Ohio men who have joined the colors are Captain Richard Brooke and Captain T. Somerville Pattison, now serving with the 15th Regiment of Engineers "somewhere in France."

Both are former members of the Maintenance of Way Department. Captain Brooke was assistant engineer in the office of the engineer maintenance of way, Baltimore, and Captain Pattison was assistant division engineer of the Pittsburgh Division, at Pittsburgh, Pa. Both are graduates of the Virginia Military Institute, which, combined with a wide experience in railway work, made them eminently qualified for the exacting and dangerous work of railway construction in France.

After a few weeks' training at Oakmont, near Pittsburgh, they sailed on the steamer Baltic of the White Star Line on July 9 and landed in England on July 20. Before sailing for France



CAPTAIN RICHARD BROOKE AND CAPTAIN J. SOMMERVILLE PATTISON



EMPLOYES OF LOCAL AND DIVISION FREIGHT OFFICES AT YOUNGSTOWN, OHIO

the American engineer regiment paraded through the streets of London, and the whole town turned out to do it honor. It was the first time in history for the armed troops of any foreign nation to parade the streets of London and be reviewed by the King.

At present the American engineer regiments (railroad), nine in all, are working hand in hand with the French in connection with the operation of existing strategic French railways and with the construction of additional trackage so necessary to hauling ammunition and other supplies to the front.

Already these units, which are not attached to General Pershing's army but are assisting both British and French, have been under fire. Frequently at night supply trains are attacked by enemy airmen who, every time a firebox door is opened for stoking, swoop down and spatter the engine with bullets.

In maintenance and construction work, although supplied with American tools, Captain Pattison has been very favorably impressed with the utility of some of the French tools and track devises he has seen and believes they can be used to advantage over here.

We are proud that the Baltimore and Ohio is so ably represented in the work which is paving the way for Pershing's men when they take up America's sector in the battle for democracy.

Glenwood Shops

Correspondent, Frank Rush, *Sec'y to Sup't*

Born to Mr. and Mrs. G. S. Gorman a bouncing baby boy. Baby and mother are doing fine

and we understand the little fellow has the same famous "Ha! Ha!" laugh as his father.

"Big" Dean, foreman of carpenters in the roundhouse, is again planning for his annual hunting trip. Guess we will be hearing great news from him when he returns.

New Castle Division

Correspondent, J. A. Lloyd, *Chief Clerk to Superintendent*

Divisional Safety Committee

C. W. VanHorn.....Chairman, Superintendent
C. P. Angell.....Trainmaster
D. W. Cronin.....Division Engineer
A. H. Hodges.....Master Mechanic
T. K. Faherty.....Road Foreman of Engines
James Aiken.....Agent, Youngstown, Ohio
Dr. F. Dorsey.....Medical Examiner
C. G. Osborne.....Division Claim Agent
F. H. Knox.....Agent, New Castle, Pa.
W. P. Cahill.....Division Operator
W. Damron.....Terminal Trainmaster
A. T. Humbert.....Master Carpenter

Rotating Members (to serve three months)

E. F. Toepfer.....Road Engineer
G. T. Griffith.....Road Fireman
H. A. Bradley.....Road Conductor
S. K. Fielding.....Yard Engineer
L. Whalen.....Pipe Fitter
J. W. Ferron.....Work Checker, Car Department

The picture on page 70 is of employes of the Baltimore and Ohio local freight and division freight offices at Youngstown, Ohio, who held a joint picnic in the Pioneer Pavilion at Mill Creek Park, Youngstown, Ohio.

This was, indeed, a most enjoyable affair, the afternoon being devoted to athletic contests, tugs of war, and many other interesting features. In the evening a delightful supper was served in the pavilion. After that short talks were given by the following: E. E. Hart, chief clerk, local office; James Aiken, agent; S. C. Williams, traveling freight agent; C. M. Groninger, chief clerk division freight office; J. V. Chill, warehouse foreman; E. J. Miller, cashier; and L. H. Foust, depot ticket agent.

Night yardmaster T. L. Dolan, from 8.30 p. m. October 21 to 4.30 a. m. October 22, took in seven trains and dispatched one at Painesville, Ohio, handling nearly 500 cars. This was done on two receiving tracks.

One of the trains taken in arrived in two sections. Only one train arriving was a straight train—the other six required a great deal of switching.

Considering the facilities at Painesville and the amount of work handled on the night in question, Mr. Dolan and his force are entitled to 100 per cent. for effort and efficiency, and the superintendent has written Mr. Dolan a commendatory letter.

After serving the Company faithfully for over thirty-three years at the car repairing yards, Haselton, O., W. P. Cramer has been retired and his name has been placed on the pension list. Mr. Cramer was born in Lowellville in 1852, and received his elementary education there. On the "Stars and Stripes," a boat plying between Niles and Lowellville, he obtained his first position. He continued in the service of boat companies until the canal was abandoned, when he went south. Upon his return he accepted a position with a bridge company, later going to the Youngstown Car Company.



WOMEN EMPLOYED IN YOUNGSTOWN, OHIO, FREIGHT OFFICE

In 1884 he entered the service of the P. C. & T., a road that was built by C. H. Andrews and other capitalists in that section of Ohio. The road was taken over by the P. & W. and is now a part of the Baltimore and Ohio System. About ten years ago Mr. Cramer was promoted to the position of foreman and remained in this capacity until his retirement a few weeks ago. Despite his busy life, his interest in worthy civic movements never lagged and it was his aim to better working conditions, both from the standpoint of the Company and that of his fellow employes.

The following boys out of Painesville Yard are doing their bit: F. J. Cardina, brakeman; J. W. Fitzgerald, brakeman and Henry Dowling, air inspector. They are at Camp Benjamin Harrison.

Chicago Division

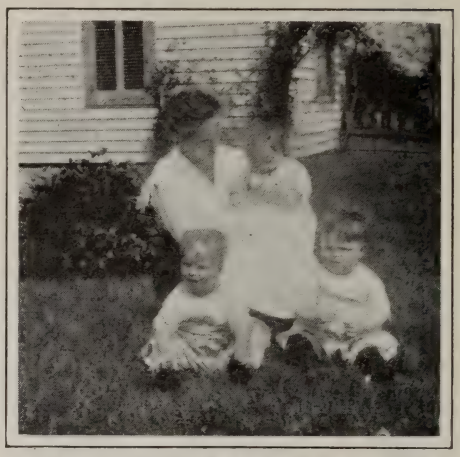
Correspondent, P. G. Ervin, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. Jackson.....Chairman, Superintendent, Garrett, Ind.
T. J. Rogers....Vice-Chairman, Trainmaster, Garrett, Ind.
T. E. Jamison.....Trainmaster, Garrett, Ind.
John Tordella.....Division Engineer, Garrett, Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
F. N. Shultz.....Division Operator, Garrett, Ind.
W. F. Moran.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
J. E. Fisher.....Road Foreman of Engines, Garrett, Ind.
J. D. Jack.....Claim Agent, Garrett, Ind.
Dr. W. A. Funk.....Medical Examiner, Garrett, Ind.



GLENN WORDEN



FAMILY OF FIREMAN ORIE T. SHAFER

Dr. C. W. Hedrick.....Medical Examiner, Chicago Jct., O.
R. R. Jenkins.....Secretary, Y. M. C. A., Chicago Jct., O.
John Draper.....Agent, Chicago, Ill.
Henry Bergstrom.....Machinist, South Chicago, Ill.
W. P. Allman.....Agent, Avilla, Ind.
C. A. Hamilton.....Engineer, Garrett, Ind.
C. H. Keys.....Fireman, Garrett, Ind.
N. D. Scott.....Conductor, Deshler, O.
David Wagner.....Brakeman, Garrett, Ind.
Robert Kipp.....Yard Brakeman, Chicago Jct., O.
W. A. Miller.....Car Builder, Garrett, Ind.
H. Schneider.....Car Inspector, South Chicago, Ill.
L. C. Beeber.....Pipe Fitter, Garrett, Ind.
Julius Leitz.....Pipe Fitter, Chicago Jct., O.

The picture to the left is of Glenn Worden, who enlisted in the Fourteenth Cavalry on April 16. The picture was taken at Del Rio, Texas. Mr. Worden is the step-son of conductor C. F. LaFlare and he was formerly yard clerk at Garrett.

We are pleased to report that Chicago Division employes have invested over $40,000 in Liberty Bonds of the second issue and from all indications this amount will be increased by several thousand dollars.

C. K. Dudley has been appointed agent at Hoytville, Ohio, in place of J. F. Walter, who has been granted leave of absence.

E. J. Brown has returned from a two weeks' vacation spent at Cleveland, Ohio. Mr. Brown is stenographer to car distributer Pollard.

The picture above is a snap shot of the wife and children of fireman Orie T. Shafer. Reading from left to right: Mrs. Orie T. Shafer and baby daughter, Mary Catherine, age six months, Harold age three years, and John age two years. Mr. Shafer has been employed by the Baltimore and Ohio Railroad for several years. He is proud of his family.

The Company has again made it possible for us to do our bit by buying Liberty Bonds of the second issue. The employes have responded generously, and cashier A. E. Pollard was kept busy as a witness for those subscribing at this station.

Agent Altherr is having some fine ideas carried out in the rearrangement of our record room. We will soon be able to find things at a glance, and woe to the one who misplaces any documents.

General foreman Shay is to be complimented on the fine appearance of the roundhouse and shop buildings. These as well as our offices have been given a new coat of paint. And it is hard to find railroad yards kept in finer condition than supervisor Hogan keeps those at South Chicago and Wolf Lake.

Oscar Anderson, after a number of years' service with our Mechanical Department in various capacities and for the last seven years chief clerk to general foreman, has resigned to enter another field of industry. We all wish him abundant success, but regret very much to lose him.

Lillian Grabowski succeeds Mabel Erickson as material card writer for the Motive Power Department. Miss Erickson surprised her friends recently by announcing her marriage.

Yard conductor William Jones and Mrs. Jones have returned from a visit to their daughter in Wetaskiwin, Alberta, Canada, and conductor Van Hyde and Mrs. Van Hyde have returned from a delightful trip through the east.

One of the most cheerful letters it has been our privilege to read was from private Harry Hegenaur of Camp Grant, Rockford, formerly a Baltimore and Ohio clerk. Harry possesses the true soldier spirit.

We have received some very interesting post cards of the famous rock at Gibraltar, the British fortress at the entrance to the Mediterranean Sea, sent us by former Baltimore and Ohio engineer W. S. Skinner, who is now on the U. S. S. Chester.

O. V. Kincade has returned from a vacation spent in California at the home of his mother. Mr. Kincade is stenographer in the office of superintendent Jackson.

A short time ago engineer E. M. Alley, while riding on train No. 16, found a pocket book containing a ticket to Akron, Ohio, and nine dollars in money. The money was promptly turned over to conductor in charge and restored to the owner.

Homer Strome, for the past few years employed as assistant C. T. timekeeper at Garrett, has been promoted to the position of assistant chief clerk to superintendent Brady at Pittsburgh, Pa. Mr. Strome made many friends while here and we regret to see him leave our city. However, we wish him all the success possible in his new position.

Miss Madolin Scisinger has been employed as stenographer in the office of superintendent Jackson.

Chicago Terminal

Correspondent, R. G. Clark, *Assistant Abstracter, Chicago*

Divisional Safety Committee

J. L. Nichols.....Chairman, Superintendent
J. W. Dacy.....Trainmaster
C. P. Palmer.....Division Engineer
R. L. Faithorn.....Assistant Engineer
Alex. Craw.....Division Claim Agent
J. A. Quinn.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Supervisor, Chicago Division
William Hogan.....Supervisor, Calumet Division

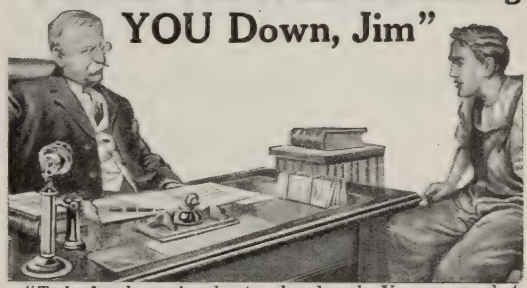
Driver Agents Wanted



Five-Pass., 34.7 H. P. 32 x 3 1-2 Tires
Drive and demonstrate the Bush Car. Pay for it out of your commissions on sales, my agents are making money. Shipments are prompt. Bush Cars guaranteed or money back. Write at once for my 48-page catalog and all particulars. 1918 models now ready. Address J. H. Bush, Pres. Dept. 11-NY
115-inch Wheelbase
Delco Ignition—Elect. Stg. & Ltg.
BUSH MOTOR COMPANY, Bush Temple, Chicago, Ill.

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THAT PROTECT AND PAY
BOOKS AND ADVICE FREE
Send sketch or model for search. Highest References. Best Results. Promptness Assured.
WATSON E. COLEMAN, Patent Lawyer
624 F Street, N. W. Washington, D. C.

"I'll Tell You What's Holding YOU Down, Jim"



"To be frank, you're short on headwork. You are good at packing and nailing up boxes, but many of our men can do as well. What we need right now is a Traffic Manager—a man who knows freight rates, classifications and routing of shipments. We could well afford to pay such a man a good salary. But you haven't the training to fill *that* job. If you had looked ahead and prepared in spare time for such work, there would be a good position open to you right now."

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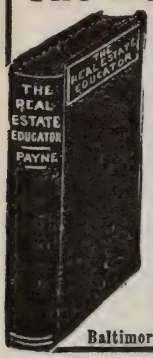
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By F. M. PAYNE



A book for hustling Real Estate "Boosters," Promoters, Town Builders, and every one who owns, sells, rents or leases real estate of any kind.

Containing inside information not generally known, "Don'ts in Real Estate," "Pointers," *Specific Legal Forms, For Sale, Exchange, Building and Suretyship Contracts, Bonds, Mortgages, Powers of Attorney, Leases, Landlords' Agreements, Notice to Quit, Deeds, Chattel Mortgages*, etc. It gives, in the most condensed form, the essential Knowledge of the Real Estate Business.

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Give this sport the "once-over."

There's always a welcome at gun clubs for visitors.

If there's no gun club convenient, you'll find the DU PONT HAND TRAP a practical substitute for the target throwing apparatus at trapshooting clubs.

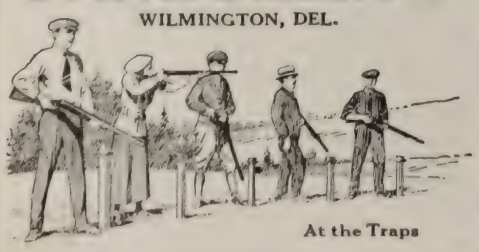
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At the Traps

F. K. Moses	Master Mechanic
F. S. DeVeny	Road Foreman of Engines
Charles Esping	Master Carpenter
Dr. E. J. Hughes	Medical Examiner
C. O. Seifert	Signal Supervisor
E J. Doyle	Assistant Agent, Forest Hill
J. O. Callahan	General Car Foreman

Rotating Members (to serve three months)

B. Turley	Engine Foreman, Blue Island, Ill.
D. Sterling	Engine Foreman, East Chicago, Ind.
H. Debitts	Engine Foreman, Robey Street
H. C Stone	Engineer, East Chicago, Ind.
P. S. Pearson	Engineer, Blue Island, Ill.
John Latshaw	Engineer, Robey Street
D. M. Julian	Car Foreman, Robey Street
Daniel Daley	Machinist, Robey Street
H. Hepburn	Machinist, East Chicago, Ind.
E. Burke	Machinist's Apprentice, East Chicago, Ind.
W. H. Cour	Boiler Inspector, East Chicago, Ind.

Major F. E. Lamphere, "the man who built Camp Taylor," addressed the Engineers' Club of Chicago on October 25. An interesting article on the Major's work at the Louisville cantonment appeared in the October number of the Magazine.

Terminal employes may well feel proud of the showing they made in subscribing for the Second Liberty Loan. H. J. Burg, chief clerk to the auditor, tells me that over $20,000 was subscribed up to October 25.

The many friends of William Beath, of the auditor's office, will be interested and pleased to know that he became a benedict on October 24. "Bill" has kept his secret so well that we do not know the young lady's name.

Congratulations are due O. J. Lozo, manager of the Grand Central Station news stand, for the very attractive way in which he has arranged his display. The ordinary news stand is not always a thing of beauty, but Mr. Lozo has made his place an actual ornament to the room.

The standing of the teams in the athletic association bowling league on October 18 was:

TEAM	PER CENT.	AVERAGE
Engineering	.866	753 11/15
Lincoln Street	.666	707
Transportation	.533	667 3/15
Baltimore and Ohio Locals	.466	731 7/15
Accounting	.466	685 5/15
Maintenance of Way	.400	660 1/15
Valuation Department	.333	666 4/15
Car Accounting	.266	665 1/15

High game for the season to date—Engineering, 897.

High average, three games, one night—Baltimore and Ohio Locals, 821⅓.

Ohio Division

Correspondent, W. L. Allison, *Operator*
C. D. Office, Chillicothe, Ohio

Divisional Safety Committee

A. A. Iams	Chairman, Superintendent
C. H. R. Howe	Division Engineer
R. C. Wescott	Trainmaster
H. E. Greenwood	Master Mechanic
William Graf	Road Foreman of Engines
P. Clark	Supervisor
Dr. J. G. Selby	Medical Examiner
L. B. Manss	Captain of Police
George Litter	Engineer
D. H. Butts	Conductor
C. J. Plumly	Agent, Wilmington
Frank Lee	Tool Room Man
H. Devore	Fireman
D. L. Peters	Brakeman
M. Welsh	Blacksmith
J. E. Chaney	Switchman



LAYING NEW RAIL EAST OF WHITMAN, IND.

On November 1 Clarence E. Francis, division accountant, Illinois Division, was appointed division accountant, Ohio Division, headquarters Chillicothe, Ohio, vice James W. McLaughlin, resigned to engage in commercial business.

Dispatcher "Jimmy" Neff is back at Chillicothe at his old job.

J. C. Watkins, tonnage clerk at Chillicothe, has been promoted to the position of fuel inspector of lines west of the Ohio River. He also "accepted" the hand of Miss Mabel Heis, of Fifth Street, Chillicothe, and they were happily married in October. Mr. Wilkins is fortunate indeed in having all this good luck happen to him at the same time and congratulations are in order.

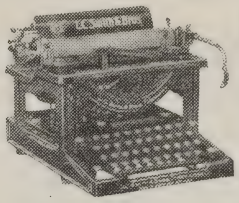
The telegraphers on the Ohio Division have furnished their quota of men for service with Uncle Sam's army in France. The following boys have enlisted or have been drafted and gone to various training camps:

E. C. Henson, R. T. Watkins, O. S. Ray, D. D. Weinrich, C. C. Woodruff, C. L. Romine, A. M. Perry.

The vacancies thus created are being partially filled by lady telegraphers.

Two large waiting rooms equipped with all modern conveniences have been added to the passenger station at Chillicothe to accommodate the increased traffic.

A new $15,000 passenger station is being erected at Camp Sherman, west of Chillicothe, and will be rushed to completion in a short time. The thousands of visitors coming to Camp Sherman from all parts of the country to visit the soldiers made this a necessity and passengers for Camp Sherman will be handled at this station, thus relieving the congested conditions at the Union Depot.



$2.50 A MONTH BUYS A VISIBLE WRITING L. C. SMITH

Perfect machines only of standard size with keyboard of standard universal arrangement—has Back Spacer—Tabulator—Two Color Ribbon—Ball Bearing construction, every operating convenience. Five days' free trial. Fully guaranteed. Catalog and special price free.

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We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted.

ADVERTISING RATES

$35.00 per page, each insertion and pro rata for halves, quarters and eighths, and $2.19 per inch (14 agate lines to an inch, one-sixteenth page). Width of column, 16 ems or 2⅜ inches.

Rates for covers, extra colors and preferred positions will be supplied upon request.

For further particulars address

FRANK A. O'CONNELL
Advertising Manager
Mount Royal Station — Baltimore, Maryland

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisiona Safety Committee

G. S. Cameron...Chairman, Superintendent, Seymour, Ind.
H. S. Smith.....Trainmaster, Seymour, Ind.
J. B. Purkhiser.....Trainmaster, Seymour, Ind.
C. E. Herth.....Division Engineer, Seymour, Ind.
J. E. Quigley.....Master Mechanic, Seymour, Ind.
S. A. Rogers.....Road Foreman of Engines, Seymour, Ind
Dr. G. R. Gaver.....Medical Examiner, Cincinnati, O.
M. A. McCarthy.....Division Operator, Seymour, Ind.
P. T. Horan.....General Foreman, Seymour, Ind.
E. Massman.....Agent, Seymour, Ind.
J. E. Sands.....Agent, Louisville, Ky.
J. E. O'Dom.....Special Agent, Cincinnati, O.

Rotating Members

L. N. Simmons.....Fireman, Seymour, Ind.
A. Beck.....Conductor, Seymour, Ind.
Lon Durham.....Passenger Engineer, Louisville, Ky.
C. W. Kline.....Track Foreman, Osgood, Ind.

On October 3 W. O. Guthrie was appointed agent at Tunnelton, Ind., vice T. R. Moore.

Cincinnati Terminal

Correspondent, T. W. Calvin, *Transportation Department*

Divisional Safety Committee

W. S. McGinley.....Secretary
J. H. Meyers.....Trainmaster
J. M. Mendall.....Road Foreman of Engines
L. A. Cordie.....Assistant Terminal Agent
Dr. G. R. Gaver.....Medical Examiner
A. J. Larrick.....Car Foreman
J. A. Tschour.....General Foreman
G. A. Bowers.....General Foreman
T. Mahoney.....Supervisor

Rotating Members

E. R. Hottel.....Machinist
H. W. Kirbert.....Engineer
C. R. Doolittle.....Yardmaster
G. Hurdle.....Inbound Foreman
R. H. Searls.....Claim Clerk
A. J. Heird.....Yardmaster

J. M. Mendell has been appointed road foreman of engines at Cincinnati, vice C.H. Creager, transferred.

The employes at Storrs roundhouse recently purchased a beautiful new flag, eight by fifteen feet. A new flag pole was erected over the water treating plant and Old Glory now floats proudly from it.

C. A. Stokes, assistant night foreman at Storrs roundhouse, is back at work after a protracted illness.

C. A. Marshall, assistant storekeeper at Storrs, was promoted on October 22 to the position of chief clerk to the storekeeper at Pittsburgh.

Elmer Westlund, chief clerk to assistant storekeeper at Storrs, has been promoted to assistant storekeeper, vice C. A. Marshall.

Frank J. Lamoth, caller at Storrs roundhouse, has been promoted to chief clerk to the passenger car foreman at Mill Street. He is succeeded by Robert R. Melvin.

Miss Rose Hageny is the new clerk in the office of the supervisor of terminals.



AGENT J. O. REED AND CLERK, MISS GLADYS TROXELL, MIAMISBURG, OHIO

J. E. Quigley, master mechanic, has moved his office from Seymour, Ind., to Storrs roundhouse.

J. J. Gallagher, the genial crew dispatcher at Eighth Street, recently passed around cigars, the occasion being a new nine-pound girl at his home. He is receiving congratulations from his numerous friends.

W. S. McGinley, of the office of district engineer maintenance of way, has been transferred to Eighth Street, where he takes the position of secretary to the supervisor of terminals.

C. R. Doolittle, yardmaster, enjoyed his vacation fishing in the lakes and streams in the vicinity of Cincinnati.

Illinois Division

Correspondent, C. D. Russell, *Extra Train Dispatcher*, Flora, Ill.

Divisional Safety Committee

C. G. Stevens.....Chairman, Superintendent
L. F. Priest.....Secretary, Secretary to Superintendent
K. S. Pritchett.....Trainmaster
J. W. Odum.....Trainmaster
W. F. Harris.....Master Mechanic
F. Hodapp.....Road Foreman of Engines
Dr. J. P. Sellman.....Medical Examiner, Washington, Ind.
Dr. H. H. McIntire.....Medical Examiner, East St. Louis
H. E. Orr.....Master Carpenter
C. S. Whitmore.....Signal Supervisor
M. F. Wyatt.....Supervisor
G. H. Singer.....Agent, East St. Louis
C. S. Mitchell.....Agent, Flora

Rotating Members

H. W. Creager.....Engineer
L. R. Peeples.....Fireman
R. R. Parish.....Conductor
N. McDonald.....Brakeman
J. E. Howard.....Machinist
John Roche.....Boilermaker
A. W. Heninger.....Car Inspector
J. J. Shannon.....Track Foreman

C. H. Creager was appointed road foreman of engines, vice F. Hodapp, promoted, effective September 15.

Effective November 1 Philip H. Groscup, chief clerk to division accountant, Cumberland Division, was promoted to division accountant, Illinois Division, headquarters Flora, Ill., vice Clarence E. Francis, transferred.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator, Dayton, Ohio*

Divisional Safety Committee

ROSS B. MANN.....Chairman, Superintendent
E. J. CORRELL.....Vice-Chairman, Assistant Superintendent
R. W. BROWN.....Trainmaster
F. J. PARRISH.....Division Engineer
I. E. CLAYTON.....Division Operator
MORTON DIBBLING.....Machinist
FRED IREY.....Road Engineer
F. McKILLIPS.....Yard Conductor
MILDRED McCARTHY..Secretary, Secretary to Superintendent
DR. F. H. HUTCHINSON.....Medical Examiner, Relief Department, Lima, O.
DR. R. C. POTTER.....Medical Examiner, Relief Department, East Dayton, O.

Effective October 1 F. B. Mitchell, superintendent of the Toledo Division, was promoted to general superintendent of the Southwest District, with headquarters at Cincinnati. The friends of Mr. Mitchell are pleased to hear of his promotion. Best wishes for his further success follow him from employes of the Toledo Division.

On the same date Ross B. Mann was appointed to succeed Mr. Mitchell as superintendent of the Toledo Division. Mr. Mann is familiar with operating conditions on the Toledo Division, having held the positions of chief clerk to superintendent, trainmaster at Lima and assistant superintendent at both Toledo and Cincinnati; from the latter point he was promoted to superintendent of the Wellston and Delphos Divisions, which territory is now a part of the Toledo Division. Best wishes for his further advancement are extended by all employes.

On page 76 is a photograph of agent J. O. Reed, Miamisburg station, and his clerk, Miss Gladys Troxell.

Miss Hazel Baldwin has accepted a position in the assistant superintendent's office at Toledo.

John Birmingham, formerly yard clerk for the Company at Wellston, has been transferred to Toledo as coal clerk. While John is welcome at Toledo, we must insist that he stay away from the pie house at Rossford.

H. D. White has secured a position as operator, assistant superintendent's office, Toledo. Best wishes, "Whitey."

William Burden has been made messenger in the assistant superintendent's office, Toledo. Seems to be a live wire, and it is hoped he will keep up the pace.

George Pinkerton, night coal dock foreman, seems to be losing lots of sleep, especially on Sundays, chasing back and forth to Lima on Nos. 51 and 54. What's the attraction, "Georgie"?

Frank J. McManus, chief clerk to the assistant superintendent, seems to be in a deep study on Monday mornings. Cannot account for this as he don't travel to Lima.



"You Get The Job"

"We've been watching you, young man. We know you're made of the stuff that wins. The man that cares enough about his future to study an I. C. S. course in his spare time is the kind we want in this road's responsible positions. You're getting your promotion on what you *know*, and I wish we had more like you."

The boss can't take chances. When he has a responsible job to fill, he picks a man *trained to hold it.* He's watching *you* right now, hoping you'll be ready when the opportunity comes.

The thing for you to do is to start today and train yourself to do some one thing better than others. You can do it in spare time through the International Correspondence Schools. Over 5000 men reported advancement last year as a result of their I. C. S. training.

The first step these men took was to mark and mail this coupon. Make your start the same way—and make it right now.

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INTERNATIONAL CORRESPONDENCE SCHOOLS
Box 8499, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, *before* which I mark X.

☐ LOCOMOTIVE ENGINEER	☐ BOOKKEEPER
☐ Locomotive Fireman	☐ R. R. Agency Accounting
☐ Traveling Engineer	☐ R. R. Gen'l Office Acc'ting
☐ Traveling Fireman	☐ Higher Accounting
☐ Air Brake Inspector	☐ Stenographer and Typist
☐ Air Brake Repairman	☐ Mathematics
☐ Round House Foreman	☐ SALESMANSHIP
☐ Trainmen and Carmen	☐ ADVERTISING
☐ Railway Conductor	☐ Railway Mail Clerk
☐ MECHANICAL ENGINEER	☐ CIVIL SERVICE
☐ Mechanical Draftsman	☐ ELECTRICAL ENGINEER
☐ Machine Shop Practice	☐ Electrician
☐ Boiler Maker or Designer	☐ Electric Wiring
☐ Stationary Engineer	☐ Electric Lighting
☐ Gas Engine Operating	☐ Electric Railways
☐ CIVIL ENGINEER	☐ Telegraph Engineer
☐ Surveying and Mapping	☐ Telephone Work
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☐ Bridge Engineer	☐ Metallurgist or Prospector
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We are making the same discount to Telegraph Operators, and to other Railway Employes, that we are offering to the various RAILWAY SYSTEMS—25% discount—with the additional concession of allowing payment to be made monthly if not convenient to pay all cash.

The price of the Fox Typewriter, with regular equipment, is $100.00, but our **Railway Discount** of 25% reduces this to $75.00.

Send any amount you can spare, from $5.00 up, as a first payment, and pay $5.00 monthly. 5% discount for all cash. If $10.00, or more, is sent with order **we will include free** a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

WHAT WE CLAIM FOR THE FOX

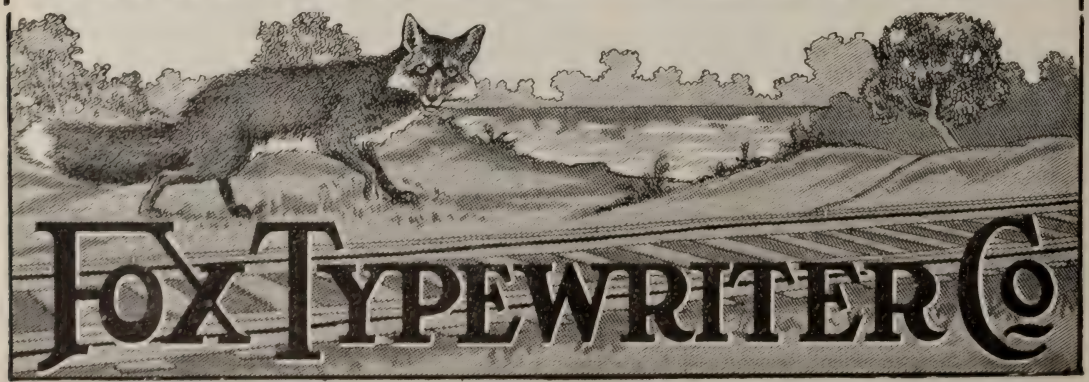
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in the Baltimore and Ohio Employes Magazine and a number of exclusive features of its own

The ordinary typewriter will not meet the requirements of the telegraph operator. Our New Fox Telegraphers' Model is a revelation in completeness, durability, ease of operation and special automatic features. It is fully Visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

The Famous Fox Telegraphers' Keyboard has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on other typewriters.

These typewriters are strictly new stock, up-to-the-minute in every detail, complete with telegraphers' keyboard, any size or style of type, shift or shiftless, rubber covers, two-color ribbons and are guaranteed for three years from date of purchase.

Please order direct from this offer, mentioning the Baltimore and Ohio Employes Magazine, and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



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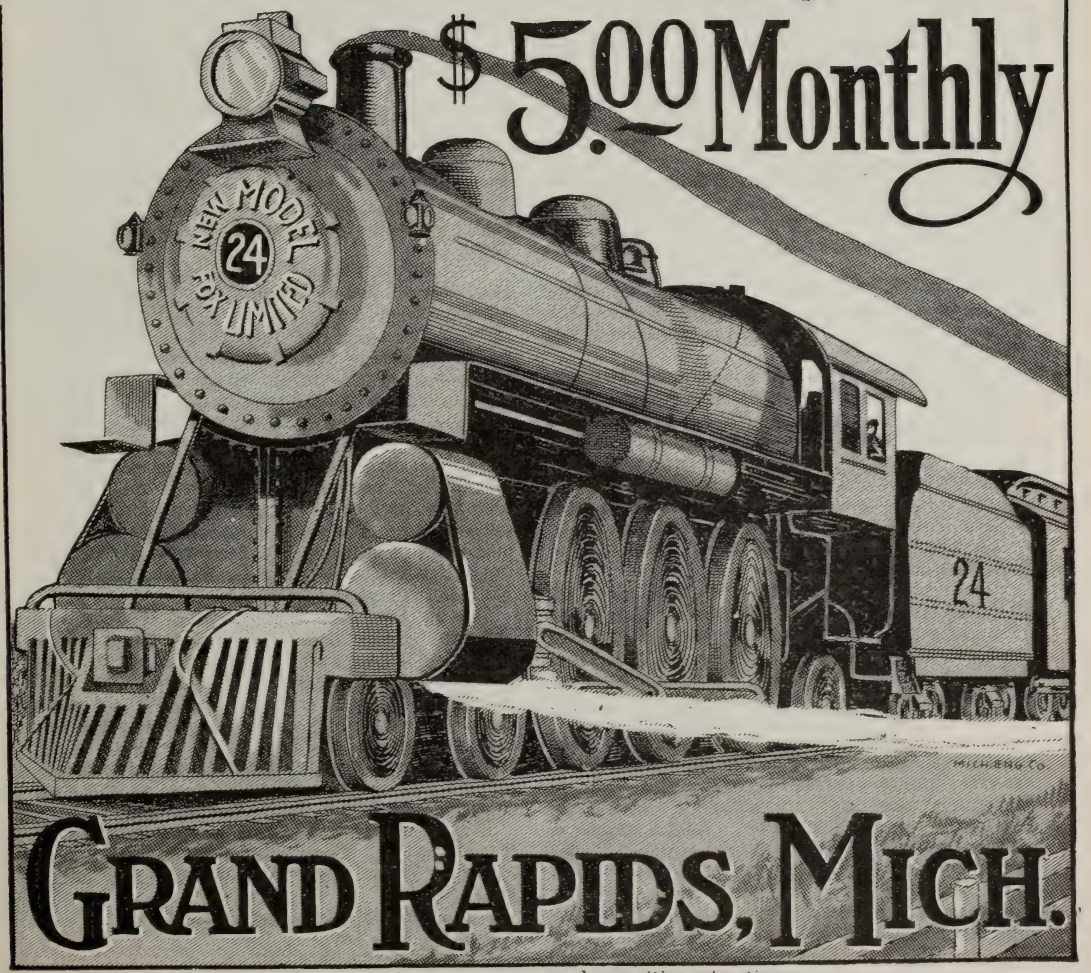
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Highest Quality
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GRAND RAPIDS, MICH.

Please mention our magazine when writing advertisers

"Art" McNamara, timekeeper in the superintendent's office, seems to be a regular caller at the Business Girls' Club. Here's hoping, "Art."

Assistant division engineer Ball recently made a flying trip to Chicago, where he attended the wedding of his brother, serving as best man.

Road foreman of engines Martin Patrick Hoban spent his vacation on a hunting trip and brought back two squirrels, representing a week's effort.

G. C. Stoecklein and R. O. Craft, clerks in the superintendent's office, while motoring with a party of friends to Camp Sherman, October 5, had the misfortune to drop in a fifteen foot culvert, ten miles east of Washington Court House. They declare they will take the train from now on.

On October 16 the following were appointed trainmasters, Toledo Division, with jurisdiction as shown:

H. W. Brant, Hamilton to Lima, with headquarters at Dayton, Ohio, vice R. W. Brown, promoted.

W. E. Duffey, Dayton to Wellston, with headquarters at Dayton, Ohio, vice H. W. Brant, transferred.

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Supervisor M. & W. Department
D. W. BLANKENSHIP.....Section Foreman
S. H. JOHNSON.....Engineer
E. E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

If Germany Won

By Casper Whitney
of The Vigilantes

DO you realize what would happen to us in America if Germany defeated Great Britain and France?

You think of us as separated from her by 3000 miles of water, but oceans in these days of electricity and air-ships and submarines, are barriers no more effective than mountain brooks.

You recall the German U-boat which suddenly appeared last summer at our very door to sink several cargo and passenger steamers off our New England coast?

Within six months after a victory of Germany in Europe, German warships and German troopships would be on their way to our ports to levy the great tribute upon this rich country, which is part and parcel of the German war plan.

That's what the triumph of the Kaiser would mean to America and to you—billions of dollars of tribute of which you would have to pay your share through oppressive taxation. It is on the Pan-Germanic programme.

Officers, merchants, educators said as much to me in Germany, Belgium, Poland, during my year behind the German lines on relief work. And you have probably read the corroborative evidence of their purpose in the Kaiser's threat to Ambassador Gerard, "*America had better look out after this war!*"

In Brazil, Chili, Venezuela, prominent German merchants whom I met in the course of my travels frankly confided to me the intention of Germany "one day" to make an "over seas Germany" of South America. And an elephant catcher from Hamburg told me years ago in the jungles of Lower Siam that "the day was coming" when Germans would not need to ask "permits of England or France or Siam" for a free hunting hand in Siam or Malay. As a German officer at their Great Headquarters in northern France said to me once at the close of a discussion as to where the war was leading the principal belligerents—Great Britain, France, Germany—"world power or complete defeat; Germany wants no half way result!"

A German victory would at once put in jeopardy all the principles for which we ever fought:—freedom on land in 1776, liberty at sea in 1812, the right of frontier lines in 1847, the re-affirmation of the freedom of the white man through giving freedom to the negro in 1861; and the rights of little nations in 1898.

A fortnight ago a German victory seemed the wildest improbability. Since then the situation has changed. The German armies are pouring into northern Italy. Italy may not be able to stop them. Germany may force her to make peace. With Russia and Italy both out of the war, Germany and Austria would be able to send practically all their force against the Allies on the western front.

The chances are that England, France and Belgium alone could not hold them. The United States must leap to their side, the American people must leap to their side. Not American soldiers only, not American ships only, not American guns only, but American men, women and children from Maine to Texas, from Texas to Oregon, must in one way or another consider themselves fighters at the side of America's Allies on the battlefront.

If they cannot hold a gun, they must support those who do. They must save food and save money. They must talk war. They must think war.

If they don't, Germany will win.

And then———

Baltimore & Ohio Employes Magazine



December 1917



Let Us Help You "Over the Top"

Our boys "over there" are fighting for you and yours. What are you doing? Have you provided a home for your family?

Home's not merely four square walls,
Tho' with pictures hung and gilded;
Home is where affection calls—
Where its shrine the heart has builded.

Why don't you take your family "Over The Top" and conquer your old enemy—The Rent-Paying System?

The equipment for the Big Drive is yours for the asking. For full particulars write

To "Division S," Baltimore and Ohio Relief Department, Baltimore, Md., and learn just how the Savings Feature of that department will help you to purchase a home from which the expiration of a lease cannot make you move

The Department has properties at the following points along the line of road, which may be purchased on the monthly rental plan

Baltimore, Md.	Grafton, W. Va.	Parkersburg, W. Va.
Connellsville, Pa.	Louisville, Ky.	St. Joe, Ind.
Flora, Ill.	McMechen, W. Va.	Weston, W. Va.
Garrett, Indiana.	Midland City, Ohio.	Zanesville, Ohio.

Please mention our magazine when writing advertisers



The Only Girl Who Commanded a Nation's Armies

A simple little girl of sixteen played one day in a little lost village. The next year, in supreme command of all the troops of France, she led them in triumph to victory.

Great dukes bowed before this girl, who could not read. Sinful men, men who had cursed and drunk and murdered all their days, followed her meekly.

It is the most dramatic, the most amazing story in the whole story of human life. In the dim, far-off past, Joan of Arc went her shining way in France—and her story was never told as it should have been till it was told by an American—

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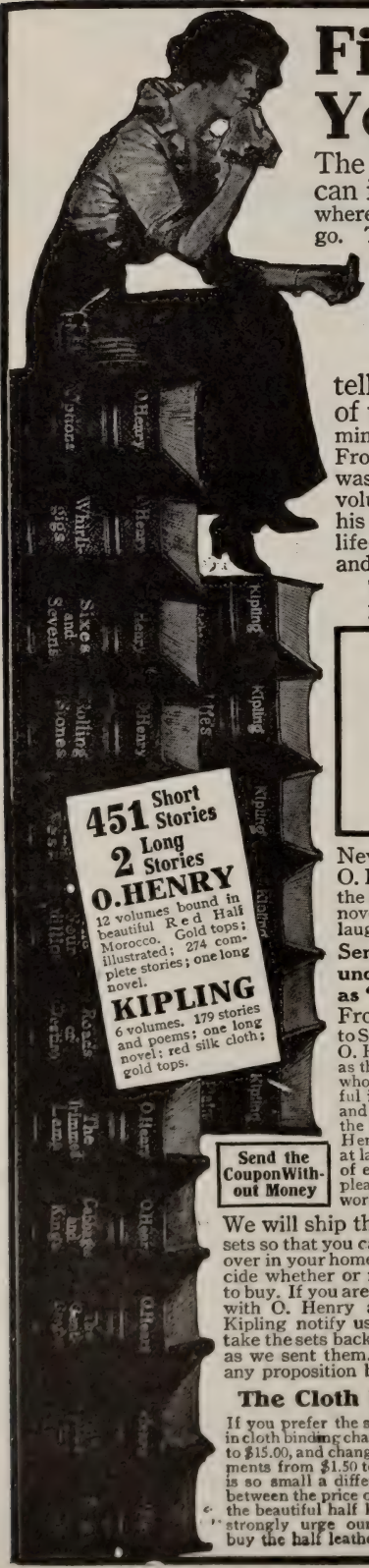
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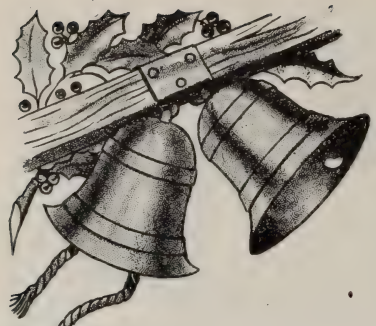
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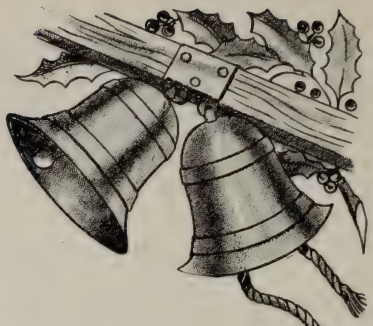
Volume 5 BALTIMORE, DECEMBER, 1917 Number 8

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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only





Holiday Greetings from Vice-President Davis

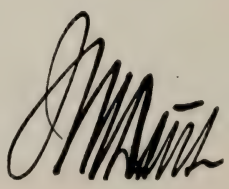
December 24, 1917

To all Employes:

It is my sincere wish that the employes of the Baltimore and Ohio and their families may enjoy a Merry Christmas and a Happy New Year.

Present conditions, unprecedented in the annals of railroad history, force us to put forth our best efforts, not only in the interest of the Company, but also in that of our government, our valiant soldiers and our allies. I have the fullest confidence that the employes of the Baltimore and Ohio will be equal to the exigencies of the times.

To the gallant men who have left the Company's service to join the colors I also extend the season's greetings.



1760 Men in Service

HIGH above the crowd moving along Baltimore's two main thoroughfares, Baltimore and Charles Streets, floats from the Baltimore and Ohio Building a huge flag, outlined in red with a white centre. It is a Service Flag, thousands of which have appeared from coast to coast and from border to border, each containing blue stars representing the number of men who have left the home or business institution to don an army or navy uniform.

The Baltimore and Ohio Service Flag, while similar in design to others, is different in one respect. Instead of a star for each employe who has joined the fighting forces of the nation are four numerals—the number of Baltimore and Ohio men who have been furloughed for military service during the seven months beginning April 1, and ending October 31. Later this will be increased to make record of those who join the colors during November.

One thousand and twenty-nine enlisted and 731 were drafted, representing 2.7 per cent. of the total number of employes. As will be seen from the figures below the Transportation Department heads the list with 823, and the Maintenance of Equipment Department with 506, and the Maintenance of Way Department with 204, are second and third. The place of honor, however, belongs to the Valuation Department, which has contributed 24.1 per cent. of its force.

These men who but a short time ago were engaged in various offices, in shops and along the lines of the Company are now scattered over the United States and many are in France, all bent on crushing the German war machine and laboring to establish world-wide democracy as outlined by Woodrow Wilson.

The following table shows the record of each department:

Department	Enlisted	Drafted	Total	Percentage of Employes
President's Office	1	...	1	4.5
Accounting	39	3	42	2.6
Claim	15	...	15	5.5
Treasury	4	1	5	11.1
Relief	17	...	17	5.4
Traffic and Commercial Development	25	3	28	2.0
Transportation	402	421	823	2.8
Maintenance of Way	99	105	204	1.9
Maintenance of Equipment	329	177	506	2.7
Law	7	...	7	3.3
Engineering	31	11	42	7.2
Purchasing and Stores	29	8	37	2.6
Valuation	28	...	28	24.1
Warehouse and Elevators	3	1	4	1.2
Superintendent of Building	...	1	1	1.4
	1029	731	1760	2.7



Employes of Baltimore and Ohio Railroad Who Have Received Commissions in the Military and Naval Service of the Government as of November 1, 1917

Operating Department

Name	Railroad Position	Military Rank	Department	Location
R. M. Van Sant	Editor, Employes Magazine	Second Lieutenant	Infantry	Camp Meade, Md.
J. J. McDonough	Assistant Superintendent Shops	Captain	19th Engineers (Railway)	France.
C. R. Elkins	Special Representative of General Manager	First Lieutenant	Naval (R. C.)	Norfolk, Va.
R. A. Grammes	Assistant Superintendent	Major	Ordnance	France.
J. J. McGuire	Master Mechanic	First Lieutenant	19th Engineers (Railway)	France.
Richard Brooke	Division Engineer, Maintenance of Way	Captain	15th Engineers	France.
W. L. Campbell	Supervisor Passenger Service	First Lieutenant	Signal Corps	Washington, D. C.
J. M. Lewis	Assistant Engineer, Maintenance of Way	Officers' Training Camp	Artillery	Officers' Tr. Camp, Harrison, Ind.
R. W. Gilmore	Assistant Engineer, Maintenance of Way	Officers' Training Camp	Infantry	Officers' Tr. Camp, Harrison, Ind.
P. W. Elmore	Draftsman, Maintenance of Way	Officers' Training Camp	Infantry	Officers' Tr. Camp, Harrison, Ind.
C. J. Kearney	Chief, Terminal Operating Bureau	Second Lieutenant	Artillery	.....
A. C. VanZant	Roadman	First Lieutenant	Ordnance	.....
H. B. Gaither	General Piece Work Inspector	First Lieutenant	Engineer (O. R. C.)	Camp Grant, Ill.
H. Craig	Roadman	Captain	Infantry	Hoboken, N. J.
W. W. Baldwin	Roadman	First Lieutenant	Infantry	Hoboken, N. J.
W. S. Hoover	Superintendent Police	First Lieutenant	Infantry	CampMcClellan, Ala.
J. D. Sullivan	Superintendent Police	Ensign	U. S. Navy	.....
A. M. Davison	Assistant Engineer, Maintenance of Way	Captain	Officers' Training Camp	Fort Benj. Harrison.
G. F. Farlow	Assistant Engineer, Maintenance of Way	Captain	Officers' Training Camp	Louisville, Ky.
J. D. Stem	Assistant Engineer, Maintenance of Way	First Lieutenant	Officers' Training Camp	Fort Riley, Kan.
J. Edwards	Assistant Division Engineer, M. of W.	Second Lieutenant	Officers' Training Camp	Washington, D. C.

Operating Department—Concluded

Name	Railroad Position	Military Rank	Department	Location
D. C. Elphinstone	Assistant Yardmaster	First Lieutenant	Signal Corps	
R. J. Offutt	Machinist	Second Lieutenant	Engineers' Corps	Rockford, Ill.
T. S. Pattison	Assistant Division Engineer, M. of W.	Captain	15th Engineers	France.
Wm. C. Robinson	Clerk	First Lieutenant	Infantry	
J. R. Chambers	Clerk	First Lieutenant	Cavalry	
F. M. Boyd	Transitman, Maintenance of Way	First Lieutenant	Officers' Training Camp	Washington, D. C.
H. R. Holljes	Inspector, Test Bureau	Second Lieutenant	U. S. Marines	France.
C. R. Preston	Inspector, Test Bureau	Second Lieutenant	320th Infantry	Camp Lee.
J. G. Stevenson	Inspector, Test Bureau	Captain	Quartermaster's Dept	Camp Merritt.

Law Department

A. H. Boyd, Jr	General Attorney	Captain	Artillery	Anniston, Ala.
A. S. Bowie	Assistant General Attorney	Second Lieutenant	Artillery	Anniston, Ala.
F. R. Cross	Assistant Attorney	Second Lieutenant	Artillery	Anniston, Ala.
Thomas Morrow	Clerk	Captain	Artillery	Montgomery, Ala.

Valuation Department

J. B. Jenkins	Valuation Engineer	Major	Engineers	Awaiting orders.
E. M. Hinchman	Typographer	Second Lieutenant	83d Division	National Army.
George M. Holman	Accountant	Second Lieutenant	115th Infantry	Anniston, Ala.
Donald Wilson	Chief of Party	Second Lieutenant	115th Infantry	Anniston, Ala.
J. C. Brady	Draftsman	First Lieutenant	30th Engineers	
Thomas Hampton	Transitman	First Lieutenant	23d Engineers	Camp Meade, Md.
H. J. Pfaff	Draftsman	Second Lieutenant	Engineers	France.
S. T. W. Green	Draftsman	Second Lieutenant	Engineers	France.
Asa Needham	Abstracter	Second Lieutenant	24th Engineers	Trenton, N. J.
H. F. Bucher	Draftsman	Second Lieutenant	2d Engineers	France.
W. W. Gruber	Chief of Party	Captain	308th Engin'rs	Camp Sherman, O.
E. K. Hebden	Chief of Party	First Lieutenant	308th Engin'rs	Camp Sherman, O.
W. M. Briscoe	Transitman	First Lieutenant	21st Engineers	Camp Grant, Ill.
T. C. Gerber	Typographer	Second Lieutenant	Infantry	
R. E. Kennedy	Pilot Engineer	First Lieutenant	134th Machine Gun Battery	National Army.
E. B. Erickson	Draftsman	Ensign	U. S. Navy	Transport Service.
W. E. Robinson	Draftsman	Second Lieutenant	Infantry	
L. L. Smart	Chainman	First Lieutenant	Signal Corps—Aero Squad	Fort Worth, Texas.

Accounting Department

Name	Railroad Position	Military Rank	Department	Location
Herbert Corkran	Clerk	Captain	Quartermaster Corps	Camp Jackson.
C. S. Roberts	Clerk	First Lieutenant	Aviation	France.
W. C. Robinson	Clerk	First Lieutenant	62d Infantry	.....

Relief Department

Dr. John F. Byrne	Assistant Medical Examiner	First Lieutenant	Medical Officers' (R. C.)	Chillicothe, O.
Dr. A. E. Callaghan	Assistant Medical Examiner	First Lieutenant	Medical Officers' (R. C.)	Indianapolis, Ind.

Treasury Department

W. C. Linthicum	Clerk	Second Lieutenant	Quartermaster Corps	Baltimore, Md.
C. S. Woolford	Assistant Traffic Agent	First Lieutenant	Signal Corps	.....

Commercial Development Department

A. C. Spurr	Chief Facilities Bureau	First Lieutenant	Railway Engineers	Camp Grant.
J. A. McDevitt	Secretary to Industrial Agent	First Lieutenant	Aviation	Fort Omaha.

Passenger Department

E. B. Ritchie	Secretary, Passenger Department	First Lieutenant	Infantry	Fort Riley, Kan.
W. V. Shipley	Passenger Agent	Major	Quartermaster Corps	Anniston, Ala.

Engineering Department

L. A. Smith	Levelman	Second Lieutenant	U. S. Army	Ft. Leav'worth, Kan.
C. Edgar	Transitman	Major	Artillery	Ft. Howard, Md.
P. A. Helmbold	Draftsman	Second Lieutenant	U. S. Army	Ft. Leav'worth, Kan.
F. M. Crist	Transitman	Second Lieutenant	U. S. Army	Ft. Leav'worth, Kan.
F. C. Mellon	Inspector	Second Lieutenant	Infantry	CampMcClellan, Ala.
J. S. Walton	Transitman	Captain	Engineers (O. R. C.)	Ft. Leav'worth, Kan.
W. W. Gwathmey	Field Engineer	First Lieutenant	309th Engineers	Camp Taylor, Ky.
J. E. Burke	Field Engineer	First Lieutenant	308th Engineers	Camp Sherman, O.
A. E. Rutter	Field Engineer	Second Lieutenant	Infantry	Camp Sherman, O.
F. G. Ash	Stenographer	First Lieutenant	Infantry	Camp Shelby, Miss.
Jesse Gover	Field Engineer	First Lieutenant	Engineers (O. R. C.)	France.
F. E. Lamphere	Assistant Engineer	Major	Engineers (O. R. C.)	Camp Taylor, Ky.

America and her Allies are fighting to free the world from autocracy, despotism and the lust of conquest. As citizens of the United States, let us pledge ourselves to wage with increased energy our fight against needless accidents to the end that the railroad and industrial workers of our Nation may be conserved and that their full cooperation with the armed forces may hasten peace and make the world safe for democracy

Marshal Joffre Expresses Admiration for American Genius and Efficiency

A VERY pleasing echo of the visit of the French War Mission to America comes through a letter from Marshal Joffre in acknowledgment of a souvenir, containing photographs, newspaper clippings, itineraries, menus, etc., that were collected and compiled and forwarded to him as a memento of his American tour.

It will be recalled, the French War Mission visited some of the principal eastern and middle western cities in the month of May. The tour started from Washington and included the cities of Chicago, Kansas City, St. Louis, Springfield, Decatur, Terre Haute, Indianapolis, Pittsburgh, Philadelphia, New York, Boston and Baltimore, the party sailing for France the following day after their visit to Baltimore.

Besides Marshal Joffre, the party included Monsieur Viviani, Vice-Admiral Chocheprat, Marquis de Chambrun, Monsieur Hovelaque, Mr. Breckinridge Long, Viscount Dejean, Lieutenant-Commander Fabry, Lieutenant-Commander Simon, Lieutenant de Tessan, Lieutenant-Colonel Spencer Cosby, Lieutenant-Commander Buchanan, Mr. Warren D. Robbins and Mr. A. W. Thompson. They traveled by special train, the itinerary having been prepared over all lines by the Baltimore and Ohio Railroad.

The original letter was in French, the English translation of which is printed herewith.



MARSHAL JOFFRE

(ENGLISH TRANSLATION)

Marshal Joffre
File 159/M.A.

Paris, 26 October 1917.

My dear Mr. Thompson:

I thank you heartily for the souvenir which you have been so kind as to send me. I recall, thanks to these precious documents, the hours of amicable enthusiasm which I have experienced in the United States. Am I amiss in stating to you that the manifestations of friendship toward France during our sojourn in America have left an unalterable impression upon our hearts?

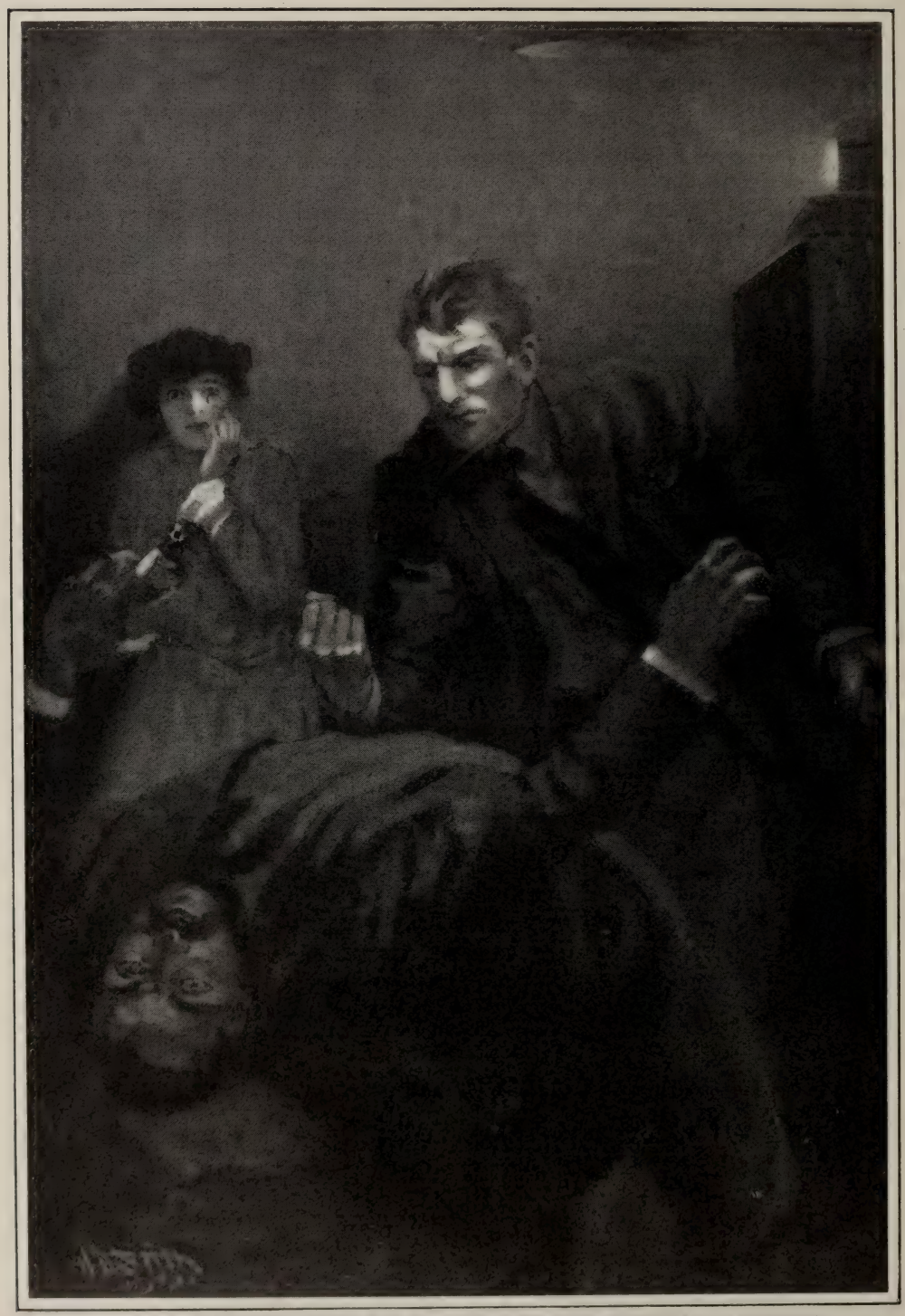
We were also forced to admire during the course of that marvelous journey, the stability of your industries and the perfect organization of the American railroads.

We are especially reminiscent of the hospitality and comfort which was afforded upon the Baltimore and Ohio Railroad. The American genius for organization as devoted to railroad service is now producing its effect in France. We are happy to see the co-operation of your community in the interest of victory, and we know this can be attained with the aid of the United States, with whom all the strength of the Allies should be methodically combined.

I pray you transmit my compliments to the American Railway Association for their efficacious assistance, and accept for yourself, my dear Mr. Thompson, the expression of my kindest sentiments.

(Signed) J. JOFFRE.

Mr. A. W. Thompson, Vice-President,
Baltimore and Ohio Railroad Company,
Baltimore, Md., U. S. A.



THE LAST MAN WENT DOWN FOR THE LAST TIME AND MONAHAN, "FIGHTING MONAHAN," HAD COME INTO HIS OWN

Fighting Monahan

By John Randolph Stidman

Clerk, Auditor of Merchandise Receipts' Office

(Prize Story in Fiction Contest)

BENNY SOMMERS skilfully balanced himself upon the wooden girder that stretched across the hay loft and, with professional eye, carefully selected what appeared to be the softest spot upon which to land. Fearlessly he hurled his small, lithe body into the air and descended. This morning, however, instead of sinking into the soft elasticity of the sweet hay, his head came in collision with a solid substance just beneath the surface and Benny rolled to the side, ruefully rubbing his swelling point of contact.

"What t' ell," came a deep, rolling voice in disgruntled tones, while the boy's amazed eyes beheld the disheveled head and unshaven face of a man rising up from the hay. The stranger blinked his sleepy eyes and slowly brought them to rest upon the boy.

"Well," he inquired in aggrieved tones, "What are you tryin' to do, kill me?"

"I didn't know you were in there, mister," answered Benny, and then, his boyish assurance fast returning, he added, "What did you come in my mother's barn for? She didn't say you could sleep in here, did she? Why don't you get a hair cut? My daddy always shaved himself every morning, why don't you shave yourself? You're a tramp aren't you?"

"Hold on, pal, hold on," cried the man, wincing under the fire of questions, "I'll answer the last question and that'll do for all of them. Yes, I'm a tramp. Got anything against 'em?"

"Well, my mother always gives them something to eat, but she says that they ought to go to work."

As the tramp arose stiffly to his feet, he unfolded the huge form of a man, apparently in his early thirties. There was a conscious power in the movement of his well-knit body and but for the soft twinkle of his blue eyes, the boy would have felt as "Jack the Giant Killer" probably did when he first laid eyes on his giant.

"Gee whiz," said Benny. "You must be strong." Like all boys of his age he measured a man by his strength alone.

An inspiration flashed into the mind of the stranger.

"Say, son," said he, "if you'll go and get me something to eat I'll let you see my muscle."

Instantly the boy was off and racing away from the barn like a healthy young colt.

Through the small window of the loft the man watched Benny's figure moving swiftly across the meadow toward a little gray house nestling among the trees only a short distance away. As he gazed out over the daisies nodding in the sunshine and his eyes caught the blue of the mountains just beyond, a soft look stole into his face.

"It's the same old place," he muttered. "This barn is new but the house looks the same. And the old railroad station with the tracks winding up through the hills—ten years haven't changed the neighborhood much."

The great figure sank back on the hay and, like a moving picture upon the screen, the old life swept before him, scene after scene.

Her face as always came first—the waving brown hair and the sweet brown

eyes, the soft, rounded chin and the smile. Even now that smile affected him as would an electric current. It called through the years to the passion of his man's heart and sent a thousand tender memories surging upon his unutterably lonely soul.

The moonlight buggy rides on the mountain roads, the country dances, the rare theatre trip to the city, the "good-night" at the little gate and every morning the waving of his fireman's grimy cap as he leaned on his shovel while the engine rolled by her cottage door.

Now the agent's face flashed on the screen. After all the agent had been a likeable fellow, a good, clean, steady chap and, in the end, proved to be the better man—that's all. The agent also soon learned to love the smile and friendly interest of the girl. Whenever he could manage to get a day off, he sought her company, while the young fireman grew more and more insanely jealous.

How vividly the scene at the climax stood out. Moonlight—a woodland road—the agent and the girl walking side by side. Suddenly the great figure of a man leaped into the road and strode unsteadily toward them. In his drunken rage he struck the agent down, grasped the girl in his arms and kissed her. She struggled fiercely to free herself while the agent regained his feet and planted a blow full in the face of the intruder which blinded him for an instant. He released the girl and the men fought. Although plucky and game to the last, the agent was no match for his powerful and whisky-crazed antagonist and soon sank down upon the road, battered and unconscious.

The big fireman stood for a moment looking grimly at his victim. A smile twisted his face, which faded on the instant when he met the fire in the girl's eyes. She swept forward and poured upon him the vials of her scorn. Her words cut into his heart like the lashes of a horsewhip across the face. Slowly his big fists fell limply to his sides. His shoulders bowed and his eyes shifted before the verbal blast. For the first time in his life "Fighting Monahan" went down to defeat.

Suddenly she stopped and attempted to raise the fallen man to his feet. Monahan essayed to help her but she thrust him aside, pointed down the road and snapped like the crack of a whip, "Go!"

The man paused for an instant, then like one in mortal pain he moved away. And so the loser won, the winner lost and "Fighting Monahan," big, splendid machine of a man, followed the road. Under the stars and through the summer sun, moving with the bitter winds and through the flying snowflakes, following the dictates of that pointed finger, hearing again the words that seared his soul. Wandering for ten long years, almost unconsciously his weary feet had drawn him back to the old spot of his dreams.

The man aroused as the sound of the boy, climbing up the ladder, came to his ears and soon Benny appeared carrying two huge sandwiches in his hand. Like an animal, Monahan ate them without losing a crumb, while the boy stood before him in eager expectancy until he had finished.

"Now, Mr. Tramp, don't forget that you promised to let me see your muscle," advanced Benny. The tramp removed his shabby coat slowly—too slowly it seemed to his small auditor. He rolled up the sleeve of his ragged shirt and exposed to view the mightiest arm that Benny had ever beheld.

Ten years of wandering in the open and roughing it had failed as yet to undermine the iron constitution of the man. The steel tendons of his arm played in the old way while the muscles rippled and rolled beneath the skin.

"Gee whiz," cried the boy, admiration fairly beaming from his eyes. "Gee whiz, I'll bet you could lick Jess Willard."

"They used to call me 'Fighting Monahan,' said the tramp musingly, looking down into the boy's face. Such a young face, he thought, with its wide brown eyes and fair skin—and what was it about the mouth that seemed so familiar? Such an odd little twist that went with the smile. Where had he seen it before? A light flashed into his brain.

"Son," he said, trying to keep the tremor out of his voice, "what is your name?"

"Benny Sommers."

Ah, the name of the agent.

"And what is your mother's name?"

"Annette."

"The girl, the girl of the old days," muttered Monahan, beneath his breath. "I might have known that this was her boy. The same eyes, the same little trick at the corners of the mouth."

"What did you say, Mr. Tramp?" inquired Benny.

"Nothing, I was just talking to myself. Is your father the agent here?"

"No, father was killed by a train five years ago and mother is agent now."

So here was the thread of the story after he had stepped out of it ten years ago. She had married and, no doubt, had lived happily with the agent until the great tragedy had entered her life. Then, like the brave little woman that she was, fearlessly and unfalteringly she had taken up the work that her husband laid down.

The memory of a certain night came back to him again—the night of another tragedy, and though scorn for himself predominated in his thoughts, pride also dwelt there—pride that he had once been man enough to love such a woman.

And now, as he watched the boy's face, the smouldering sparks began to kindle. An old familiar tremor gripped his frame while a great longing swept over him—the longing of the homeless for a home—of the loveless for love and his arms ached to hold the boy close.

Benny stepped forward and ran his hand up and down the iron waves and sinews upon the huge arm of his newfound friend.

"'Fighting Monahan,'" he cried joyously. "It sounds like a moving picture."

At the touch of the small soft fingers the man trembled and controlled himself with an effort. Why not, he asked himself, let the boy lead him back to the girl of the past? Why not go to her and, perhaps, after all these years forgiveness awaited him and the beginning of a larger life. Why not? But the impulse vanished as quickly as it came. No, a thousand times, no. What had he to offer? He had not even been a man for the last ten years. The scorn in her eyes, no doubt, was still awaiting him and he seemed to hear again the cutting, bitter words with which she had sent him away. No, it was time now for him to move on.

"Son," he said, huskily, "I must be going now. Thank you very much for the sandwiches."

As Benny looked up into his face he saw that which filled him with unbounded amazement. Two tears welled out from the eyes and rolled unhindered down into the stubby beard just before he put on his coat, turned and climbed down the ladder. He stopped at the bottom, waved a tattered hat at the boy and walked across the field toward the railroad track.

"Shucks," said Benny, disappointment and contempt overwhelming him. "'Fighting Monahan' nothing. Why he was crying."

The sun was drifting toward its evening home though still high in the heavens. It poured the power of its might upon the green hills. Down the long lines of track the heat waves arose and danced in the air. Two silver rays fell through the branches of a tall sycamore tree and played upon the prostrate form of Monahan. He lay outstretched on a little bank near the railroad but screened from the track by a growth of young bushes. He was not asleep—far from it. His mind, long dormant, had received strange incentives today. Time was when he could lie and sneer at the busy world about him. The bees, coming and going with endless drone, the toiling ants, the squirrels hoarding up their winter stores, the birds building and seeking food for their young, the long trains sweeping by with their precious cargoes and toiling crews. Often he had considered this and laughed, a great mocking laugh.

"Fools," he had said, "fools. They toil and worry and sweat all their lives and what's the use? They'll go down to the grave just the same as I. Why should I work when another man is fool enough to take my place?"

But today his mind was out of the old channel. Conscience and something else that he had buried was arising from the

grave. An overwhelming sense of his own unworthiness oppressed his soul and loathing for his life, his habits, his environments surged upon him like a storm. He began to wonder if there was enough moral energy left to bring him back to manhood, to regain his old self-respect.

Suddenly the voices of men broke in upon his thoughts.

"Say, Bill, how much further is it?"

"About three more miles."

"You say there's a woman agent there."

"Yes and she'll have a 'roll' on her tonight, too. The farmers are sending big shipments from Lone Bend these days. If there's no one else around we'll get the 'roll.' "

Lone Bend! The words struck Monahan like a blow. Lone Bend was the name of the place he had left that morning—left with a lump in his throat and an ache at his heart. And the agent! The agent was the girl he had loved in the land behind the years. He raised himself and peered through the bushes. Three rough-looking men had passed and were walking swiftly up the track. He wondered if they carried revolvers. The lazy look went out of his eyes and a hard glitter replaced it. He sprang to his feet and, keeping to the woods, followed the men.

"I guess I'll give them a fight," he muttered. "And if they 'wing' me—well, I'm no good anyhow."

Being familar with the neighborhood, he knew that there was no short cut to the station. Owing to the winding nature of the track, where he'd gain in one way he'd lose in another. The only course left to him was to follow as closely as he dared and then at the end make a dash for the station. He was confident that she had a revolver. As he remembered in his own railroading days, the agents at lonely points kept them handy for just such an emergency as this. If he could reach the station before the robbers and get possession of the pistol he would easily be master of the situation. He peered cautiously up the track and found that the men had disappeared beyond a curve. Scrambling down the bank and following the railroad he made such progress that he soon caught sight of them again. When they had rounded the last curve, Monahan knew that he could not venture upon the track again. Plunging into the wood and breaking into a swift, swinging run he made a wide detour and soon the little station at Lone Bend came into view. There was no one in sight and for a moment he thought that she had gone, but as he drew near the clicking of a typewriter sounded. Unhesitatingly he burst through the open door and stood within.

A little woman looked up from her work with terror in her eyes. Reaching quickly behind her she produced a revolver and demanded in an unsteady voice, "What do you want here?"

Monahan's appearance was anything but prepossessing as he stood panting before her. His run through the woods had rent the shabby clothes to shreds in places. His hat had been punctured full of holes, while numberless scratches adorned his rough, unshaven face. For the first time in ten years he looked full into the face of the girl. It was the same sweet face—an older expression, perhaps, a faint trace of trouble about the eyes, a firmer, more mature, set to the mouth. He saw no recognition in her look and wondered—but this was no time for vain longing and regrets; now was the time for action—action!

"Listen," he said, "will you trust me, little woman? They are coming to rob you. They are almost here now. I happened to overhear them planning down the track. I ran and am here to fight for you. Give me the gun, quick."

For an instant she hesitated, then did as he had commanded.

A feeling of power possessed him as, with revolver in hand, he swung around and waited. Soon they came in sight, walking rapidly as they approached. Monahan shrank back into the shadow. His plan was to allow them to come within speaking distance, then to step out and cover them with his gun.

Now, in spite of the wonderful and miraculous powers of reasoning and deduction which the professional and amateur detectives possess, the average mortal usually guesses the wrong way. While

Monahan waited with ears keen for the rumble of their voices, the bandits were advancing silently and stealthily upon the quiet station. Then by a prearranged signal they dashed through the door.

The man in the shadow, taken completely off his guard, aimed at the nearest intruder and pulled the trigger. The weapon failed to go off and he tried again and again with the same result. The three ruffians, not noticing him, sprang toward the woman and one of them thrust a revolver into her face.

"Come across with the dough, Kid," he growled. "Quick!"

As the three watched her a huge avalanche descended upon them and one went down like a log under the great fist of a bearded giant. He was up like a flash, however, and two of them grappled with the newcomer while the third circled around the struggling bodies endeavoring to get a shot at the right man. He had forgotten the woman, who suddenly snatching up a poker struck him with all her force upon the hand that grasped the revolver. With an oath he saw the weapon fly across the room and the woman gain possession of it.

"Shut the door," Monahan's voice came to her above the dim. "Don't shoot or let them get away. I'm going to finish this job."

The game little woman swung the door shut and stood, revolver in hand, to watch the fight.

Correspondence, bills of lading and cash sheets were strewn upon the floor. Chairs and benches were being reduced to kindling. Even the stove was overturned. But always, above the flying legs and arms, appeared the face of Monahan. There seemed to be a smile beneath his beard and in the fighting light that glowed in his eyes there was something vaguely familiar to her—something that carried her back to the old days when—ah, she remembered now!

The fight was waning. The last man went down for the last time and Monahan, "Fighting Monahan," had come into his own. His body was black and blue, his eyes were closing, his lips were cut and swollen, while streaks of blood ran down his face, but his heart was singing rapturously, singing for joy and gladness that he was a man again under the eyes of the girl he loved.

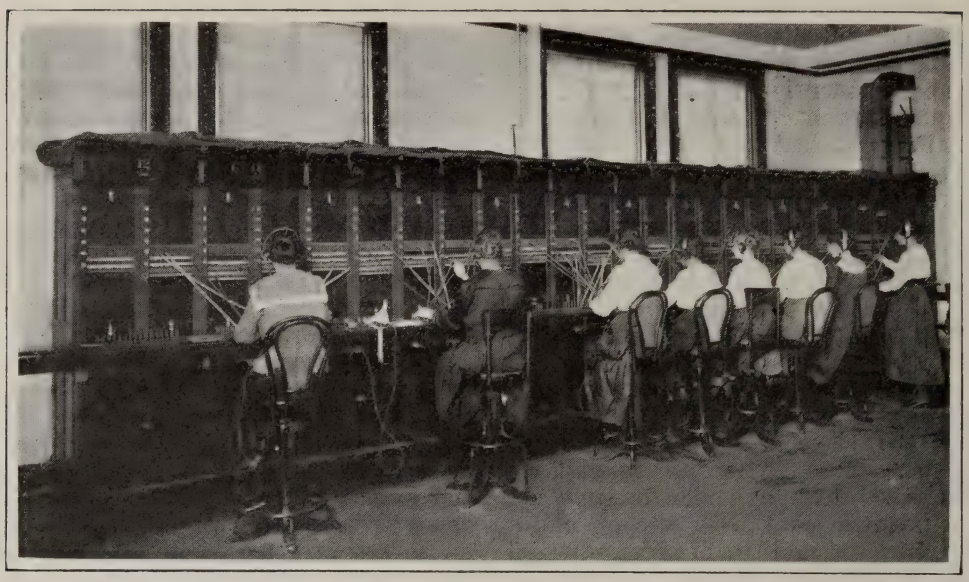
"Annette," he whispered, brokenly yet proudly, "I know that it would be impossible for me to redeem myself absolutely, but I shall always be a better man now, knowing that I have fought for you, even in the face of death."

The woman drew close and took his battered hand.

"Danny," she answered softly, "Ben forgave you long ago. Why should not I?"

And "Fighting Monahan," looking down into her tear filled eyes, saw the light of a great promise.





THE NEW SWITCHBOARD IN OPERATION

New Private Branch Telephone Exchange in the Baltimore and Ohio Building is the Largest in the States of Maryland, Virginia and West Virginia

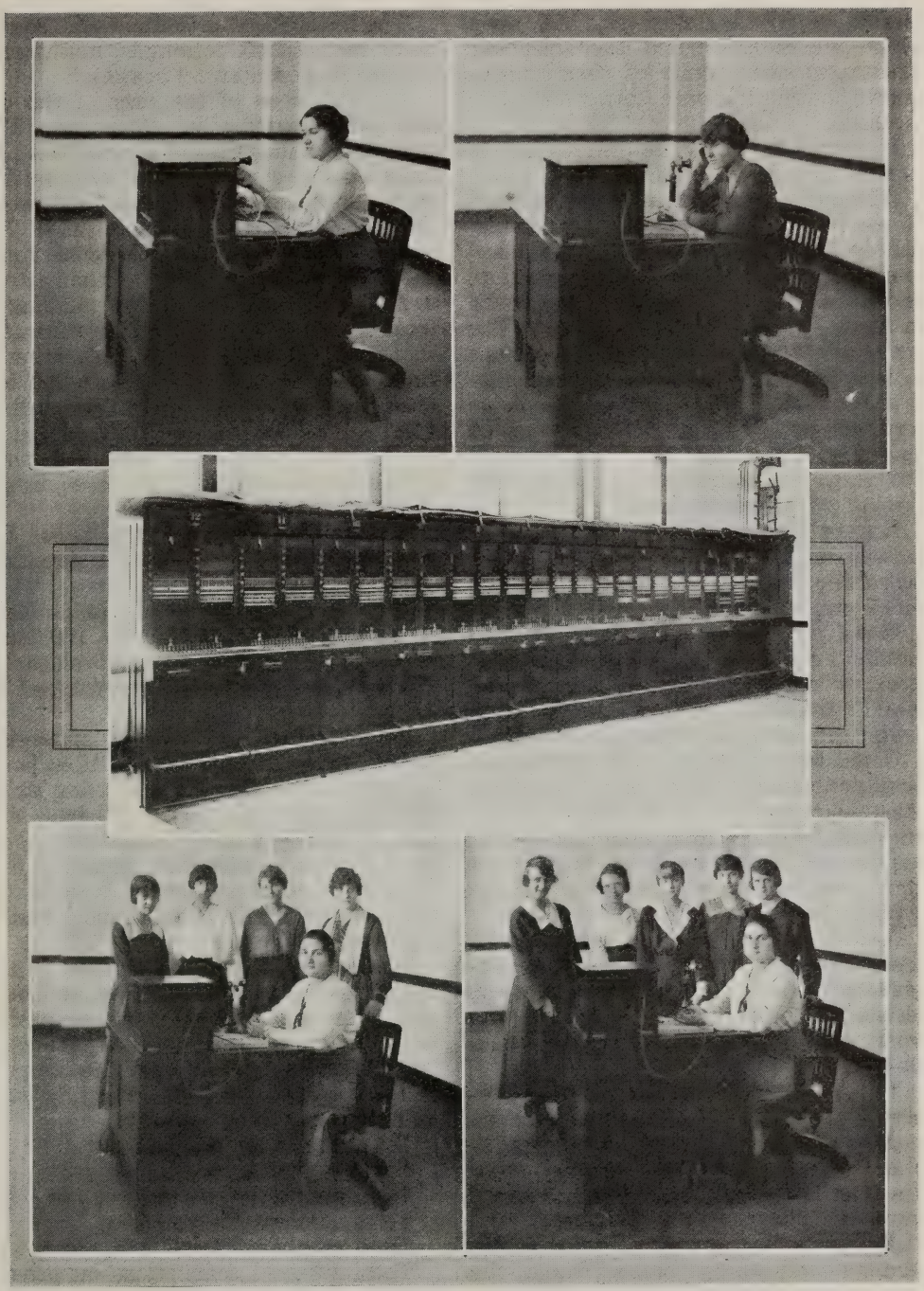
ON November 17, at 4.04 p. m., a new private branch telephone exchange was placed in service on the seventh floor of the Baltimore and Ohio Building.

The cut-over from the old to the new exchange was completed in thirteen seconds, and when it is understood that this new switchboard is the largest private branch telephone exchange in the States of Maryland, Virginia and West Virginia, consisting of ten regular and two toll positions, it will be observed that the efficiency in the installation of this apparatus is very high.

The entire installation was handled as an emergency government service job and was installed by the Western Electric Company in thirty days, whereas the regular schedules for this class of installation is ninety days.

There are 365 lines in use, with a total of 517 stations, which include the stations working through the private branches at Mt. Clare and Camden Station. There are also in service, in addition to those lines, fifty-five trunk lines to the St. Paul exchange.

Tie trunks are arranged between Union Station, Mt. Clare and Camden Station, and also special long distance wires to Washington, Brunswick, Cumberland and Philadelphia, the latter being the Railroad Company's wires which are in



MISS BRANDT, MANAGER

MISS BINAU, ASSISTANT MANAGER

"SAINT PAUL 400"

MISS SABESTON, MISS GRIFFIN,
MISS BINAU, MISS SCHULTZ,
MISS BRANDT

MISS RINKER, MISS SPRINKLE,
MISS HARPER, MISS DEANE,
MISS CONRAD, MISS BRANDT

service as Morse telegraph, but upon which are superimposed the telephone circuits, so as to admit of simultaneous use without interference between the two methods.

It would probably be interesting to explain how the calls are handled.

When the telephone receiver is lifted off the hook, a small electric light immediately flashes on the part of the board in charge of the operator in that section, and a number is indicated in the board to show which station is calling. The operator takes a telephone cord and plugs in the number, ascertains what number is desired, then takes another telephone cord and plugs it in the the number called and rings the bell of that telephone; if not answered immediately, she repeats the call a number of times.

During the busy hours the operators answer, set up connections and ring the bell of the persons desired a total of 1,600 times per hour.

It will be readily appreciated that to handle this number of calls each operator is exceedingly busy, and it is surprising to find that the average time for each completed call is only thirteen seconds.

Of the total number of calls during the busy periods about one-quarter are from the public, and about the same number are calls for the public, which, of course, require additional work to that noted above, as there is an intermediary in the way of the public exchange.

A desk is installed in connection with the switchboard, which enables the manager to cut in on any circuit, learn how the service is being handled, supervise the work of the force and keep in close touch therewith.

This new private branch exchange replaces a six position one which was installed in 1906, that was built in the telephone company's Baltimore shop, from drawings furnished by the telephone company's engineering department.

Adjoining the operating room is the terminal and storage battery room, the latter containing two sets of batteries, a twenty-four volt for regular service and a second set connected in series with the first to obtain forty-eight volts for long distance transmission.

The terminal room contains the equipment racks, cable terminals, motor generator set, power switchboard, etc.

A comparison of the sizes of the old and new quarters is interesting. The room containing the old six position private branch exchange and distributing frame contained 322 square feet, while the new operating room contains 747 square feet. The new terminal room contains 181 square feet, and the battery room thirty-one square feet, making a total of 959 square feet, or approximately three times more floor space, and adding to this the former exchange room, which has been fitted up for a rest room, there will be 1,281 square feet for the new quarters.

The rest room is fitted up with such furniture and conveniences as to insure the comfort of the operators.

It may be of interest to know the capacity of this switchboard in detail, as shown below:

Two thousand answering jacks (subscribers), 12,000 multiple jacks, 160 trunk answering jacks, 960 trunk multiple jacks, 120 toll tie trunks, and is equipped as follows:

Four hundred and twenty answering jacks (subscribers), 2,280 multiple jacks (subscribers), 100 trunk answering jacks, 720 trunk multiple jacks, 480 busy signals, 10 toll tie trunks, 5 rural ring down lines, 5 lines for selective signalling, 167 pairs of regular subscribers' cords, 15 pairs of special toll cords, 24 special holding cords.

The power apparatus consists of the following: One 240 volt, five and one-half horse power motor direct connected to a thirty volt, three Kilowat generator. No. 1 battery, eleven cells 560 ampere hour capacity. No. 2 battery, eleven cells 80 ampere hour capacity.

Total number of relays, 2,420.

Total number of condensers, 540.

Total number of resistances, 449.

Total number of lamps, 950.

Total number of fuses, 375.

Total soldered connections on private branch exchange and associated equipment, 57,036; and within the switchboard and terminal room there is in service approximately 121,440 feet of wire to meet the requirements.

A Message to Garcia

By Elbert Hubbard

Elbert Hubbard went down with the Lusitania, but his works will live so long as men have eyes with which to read. His great masterpiece, "A Message to Garcia," dashed off in a single hour, has been printed in every known language and distributed to the soldiers of all nations. It is reprinted in the Baltimore and Ohio Employes Magazine by permission of The Roycrofters.—*Ed.*

IN all this Cuban business there is one man stands out on the horizon of my memory like Mars at perihelion. When war broke out between Spain and the United States, it was very necessary to communicate quickly with the leader of the Insurgents. Garcia was somewhere in the mountain fastnesses of Cuba—no one knew where. No mail nor telegraph message could reach him. The President must secure his cooperation, and quickly.

What to do!

Some one said to the President, "There is a fellow by the name of Rowan will find Garcia for you, if anybody can."

Rowan was sent for and given a letter to be delivered to Garcia.

How the "fellow by the name of Rowan" took the letter, sealed it up in an oilskin pouch, strapped it over his heart, in four days landed by night off the coast of Cuba from an open boat, disappeared into the jungle, and in three weeks came out on the other side of the Island, having traversed a hostile country on foot, and delivered his letter to Garcia—are things I have no special desire now to tell in detail. The point that I wish to make is this: McKinley gave Rowan a letter to be delivered to Garcia; Rowan took the letter and did not ask, "Where is he at?"

By the Eternal! there is a man whose form should be cast in deathless bronze and the statue placed in every college of the land. It is not book-learning young men need, nor instruction about this and that, but a stiffening of the vertebrae which will cause them to be loyal to a trust, to act promptly, concentrate their energies; do the thing—"Carry a message to Garcia."

General Garcia is dead now, but there are other Garcias. No man who has endeavored to carry out an enterprise where many hands are needed, but has been well-nigh appalled at times by the imbecility of the average man—the inability or unwillingness to concentrate on a thing, and do it. Shipshod assistance, foolish inattention, dowdy indifference, and half-hearted work seem the rule; and no man succeeds, unless by hook or crook or threat he forces or bribes other men to assist him; or mayhap, God in His goodness performs a miracle, and sends him an Angel of Light for an assistant.

You, reader, put this matter to a test: You are sitting now in your office—six clerks are within call. Summon any one and make this request: "Please look in the encyclopedia and make a brief memorandum for me concerning the life of Correggio."

Will the clerk quietly say, "Yes, sir," and go do the task?

On your life he will not. He will look at you out of a fishy eye and ask one or more of the following questions:

Who was he?

Which encyclopedia?

Where is the encyclopedia?

Was I hired for that?

Don't you mean Bismarck?

What's the matter with Charlie doing it?

Is he dead?

Is there any hurry?

Sha'n't I bring you the book and let you look it up yourself?

What do you want to know for?

And I will lap you ten to one that after you have answered the questions, and explained how to find the information, and why you want it, the clerk will go off and get one of the other clerks to help him try to find Garcia—and then come back and tell you there is no such man. Of course I may lose my bet, but according to the Law of Average I will not.

Now, if you are wise, you will not bother to explain to your "assistant" that Correggio is indexed under the C's, not in the K's, but you will smile very sweetly and say, "Never mind," and go look it up yourself. And this incapacity for independent action, this moral stupidity, this infirmity of the will, this unwillingness to cheerfully catch hold and lift—these are the things that put pure Socialism so far into the future. If men will not act for themselves, what will they do when the benefit of their effort is for all. A first mate with knotted club seems necessary; and the dread of getting "the bounce" Saturday night holds many a worker to his place. Advertise for a stenographer and nine out of ten who apply can neither spell nor punctuate—and do not think it necessary to. Can such a one write a letter to Garcia? "You see that bookkeeper," said the foreman to me in a large factory.

"Yes; what about him?"

"Well, he's a fine accountant, but if I'd send him up town on an errand, he might accomplish the errand all right, and on the other hand, might stop at four saloons on the way, and when he got to Main Street would forget what he had been sent for."

Can such a man be entrusted to carry a message to Garcia?

We have recently been hearing much maudlin sympathy expressed for the "downtrodden denizens of the sweatshop" and the "homeless wanderer searching for honest employment," and with it all often go many hard words for the men in power.

Nothing is said about the employer who grows old before his time in a vain attempt to get frowsy ne'er-do-wells to do intelligent work; and his long, patient striving after "help" that does nothing but loaf when his back is turned. In every store and factory there is a constant weeding-out process going on. The employer is constantly sending away "help" that have shown their incapacity to further the interests of the business, and others are being taken on. No matter how good times are, this sorting continues; only if times are hard and work is scarce, the sorting is done finer—but out and forever out the incompetent and unworthy go. It is the survival of the fittest. Self-interest prompts every employer to keep the best—those who can carry a message to Garcia.

I know one man of really brilliant parts who has not the ability to manage a business of his own, and who is absolutely worthless to any one else, because he carries with him constantly the insane suspicion that his employer is oppressing or intending to oppress him. He cannot give orders and he will not receive them. Should a message be given him to take to Garcia, his answer would probably be, "Take it yourself!"

Tonight this man walks the streets looking for work, the wind whistling through his threadbare coat. No one who knows him dare employ him, for he is a regular firebrand of discontent. He is impervious to reason, and the only thing that can impress him is the toe of a thick-soled Number Nine boot.

Of course I know that one so morally deformed is no less to be pitied than a physical cripple; but in our pitying let us drop a tear, too, for the men who are striving to carry on a great enterprise, whose working hours are not limited by the whistle, and whose hair is fast turning white through the struggle to hold in line dowdy indifference, slipshop imbecility, and the heartless ingratitude which, but for their enterprise, would be both hungry and homeless.

Have I put the matter too strongly? Possibly I have; but when all the world has gone a-slumming I wish to speak a word of sympathy for the man who suc-

ceeds—the man who, against great odds, has directed the efforts of others, and having succeeded, finds there's nothing in it; nothing but bare board and clothes. I have carried a dinner pail and worked for day's wages, and I have also been an employer of labor, and I know there is something to be said on both sides. There is no excellence, *per se*, in poverty; rags are no recommendation; and all employers are not rapacious and high-handed, any more than all poor men are virtuous. My heart goes out to the man who does his work when the "boss" is away, as well as when he is at home. And the man who, when given a letter for Garcia, quietly takes the missive, without asking any idiotic questions and with no lurking intention of chucking it into the nearest sewer, or of doing aught else but deliver it, never gets "laid off," nor has to go on a strike for higher wages. Civilization is one long, anxious search for just such individuals. Anything such a man asks shall be granted. He is wanted in every city, town and village—in every office, shop, store and factory. The world cries out for such: he is needed and needed badly—the man who can "Carry a Message to Garcia."



WHEN JOHNNIE COMES MARCHING HOME

Cartoon by James Lynch, Accounting Department, Pier 22, North River, N. Y.



A STUDY IN PERSPECTIVE, THE WHITE DOT IN CENTER IS THE OPENING AT FAR END OF THE NEW TUNNEL

Old and New Sand Patch Tunnels

OF all the improvements along the lines of the Baltimore and Ohio Railroad none, perhaps, has a more unique and interesting history than that connected with the construction of the old Sand Patch Tunnel on the Connellsville Division.

The cost of the old tunnel, not including approach cuts, was $375,000, or about $80 per running foot. The new tunnel now in use cost $747,066, or at the rate of $179 per foot, not including the approaches.

Old Sand Patch Tunnel

The old tunnel at Sand Patch, Pa., is located on a depression through the summit of the Allegheny Mountains, which form a part of the Appalachian Plateau. Where the center line crosses this summit, its elevation is 2,452 feet above mean sea level. The bore of the tunnel was designed and built to a twenty-two foot width. The tunnel was evidently designed for double track for the small equipment in use at the time of its construction. The summit of the track is at an elevation of 2,271.5 feet above sea level, or 119.5 feet below the mountain summit. The approach of the track summit is 1.02 per cent. gradient on the eastern slope and 1.0 per cent. gradient on the western slope. The length of the tunnel is 4,777 feet.

Both eastern and western portals and a portion of the tunnel were constructed with coarsed ashlar stone masonry laid in hydraulic mortar. A portion of the middle of the tunnel was timbered and part of the tunnel was left with rock face without either masonry or timbering.

According to information obtained from Drinker's Tunneling, the construction of the old Sand Patch Tunnel was begun in May, 1854; suspended April 20, 1857; resumed June, 1857; suspended September 20, 1857; resumed November, 1865; suspended November, 1867; resumed September, 1868 and continued to opening April 10, 1871. Work was actually suspended nine years and two months. During the remaining eight years work was not steadily pushed. Had it been, it is estimated the tunnel could have been completed in from three to four years. The actual time occupied in building was ninety-six months.

The total cost of the tunnel was $375,000, or about $80 per running foot.

Total cost, including approach cuts, was $439,933.

The old Sand Patch Tunnel was abandoned for operating purposes at noon on January 27, 1913.

New Sand Patch Tunnel

The Sand Patch Tunnel improvement, including all approaches, embraced a double track line about 11,000 feet long. This new line was constructed to the north of the old line and involved the driving of a 4,175 foot tunnel from fifty feet to 400 feet northeast of and at an acute angle of the old line. The east approach of the new tunnel necessitated a cut of 75,000 cubic yards and the west approach required a cut of 425,000 cubic yards. The new line also included a revision in alignment of the old line east of the tunnel for a distance of 2,600 feet and west of the new tunnel the construction of a 200 car capacity set-out yard with "Y" for handling eastbound trains.

Where the center line crosses, the mountain summit is at an elevation of 2,491 feet above sea level. The summit of the track is at an elevation of 2,257.5 feet above sea level or 233.5 feet below the mountain summit.

The cost of the tunnel was $747,066, or at the rate of $179 per foot, not including the approaches.

Here's A Man Direct from the Trenches and He Has A Message for You

IN the early days of the war a young American, who with hundreds of others had enlisted in Canadian regiments, was in a front line trench "somewhere in France" learning at first hand the game of Mars and witnessing its attending horrors. He saw men die from bullet wounds, saw others succumb to deadly gases and was within a short distance of 250 Canadians who were blown into eternity when the Huns undermined their trenches.



"BOMBER" McGINNIS

An attack followed the last named instance but the Germans were held at bay. Then from their trenches across "No Man's Land" came four Germans wearing on their arm the insignia of the Red Cross. Between them they carried stretchers. The Huns, seemingly bent on a humane mission, were not fired upon. Approaching almost to the very trenches in which stood the Canadians the Germans placed their litters on the ground and—in return for the consideration shown—hurled bomb after bomb, which had been concealed on the stretchers, at the Canadians. It was the American's first intimate touch of German Kultur.

This same young man, Daniel McGinnis, now a Sergeant-Major and minus one leg will, if he has not before the MAGAZINE reaches you, tell you the story and many others based on actual occurrences he witnessed. And he is telling another story and that is—how every employe of the Baltimore and Ohio Railroad can help "win the war," by being loyal to the Company. Under the direction of the Safety and Welfare Bureau Sergeant-Major McGinnis, better known as "Bomber" McGinnis, for he has hurled hundreds of hand grenades at the Boches, is making a tour of the System. Don't fail to hear him—he has a message direct from the men at the front.

On December 13 he addressed officials of the Company at the Baltimore and Ohio Building. John T. Broderick,

supervisor of Special Bureaus, presided at the gathering and introduced the speaker. The same day he spoke at Mt. Clare shops and the following day at Riverside. At the last-named place when he concluded, every man present stood and holding up his right hand pledged C. B. Gorsuch, superintendent of the Baltimore Division, that he would be loyal to the United States and to the Baltimore and Ohio Railroad.

"Bomber" McGinnis is not relating stories of the war as gained through the experience of others. He is telling facts, cold facts, and the man who has an opportunity to hear him and fails to do so is doing himself an injustice. Consult the itinerary on this page and make a note of the date he is scheduled to visit your city. Go, listen to this man who has risked his life for you and learn how you can repay the men "over there."

The sergeant-major will tell you of actual conditions on the field of battle, of German treachery almost unbelievable, of atrocities that cannot be put into print on these pages. He is talking for thousands of young Americans who are now fighting side by side with the sons of France, that glorious country that came to our aid when we sorely needed assistance.

Take to heart the warning he is sounding and before you return to your duties, whether they be in office or shop, resolve to "do your bit" for humanity, for your country and for the Baltimore and Ohio Railroad, which with other American railroads is bearing the burden of forwarding food, supplies and ammunition to our boys in France.

"Bomber" McGinnis' tour includes the following points on the System:

Baltimore and Ohio Building, December 13; Mount Clare Shops, December 13; Riverside Shops, December 14; Brunswick, December 15; Cumberland, December 17; Connellsville, December 18; Glenwood, December 19; New Castle, December 20; Grafton, December 21; Wheeling, December 22; McMechen and Benwood, December 24; Newark, December 26; Chicago Junction, December 27; Garrett, December 28; Lima, December 29; Flora, December 31; Washington, Indiana, January 2; Chillicothe, January 3; Ivorydale, January 4; Cincinnati, January 5.

The Industrial Soldier

¶ You are forty-five and can't "go to the front." What can you do for America?

¶ You can uphold the country's honor by word and act.

¶ You can serve your son, your brother, your comrade at the front by doing your work cheerfully and carefully.

¶ Preserve your health and your skill by adopting safe practices and avoiding accidents. An industrial soldier in the hospital cannot fight his country's battles.

¶ Set a good example in the plant and at your home. Be considerate and thoughtful of others.

¶ Remember, Safety First in the shop means efficiency at the front.

The Baltimore and Ohio Employes' Free Circulating Library

By W. Reid Irving

Son of Librarian

THE pioneer railroad of America, the Baltimore and Ohio, maintains for the exclusive use of its employes and their immediate families, a free circulating library of over fifteen thousand carefully selected books.

Although it is not a generally recognized fact, the library is one of the best paying departments of the Road, for in the increased education and entertainment of those who avail themselves of the opportunities it affords, the Company gets its return for the cost of maintenance.

Helpful to Employes and Families

Many agents at the lonely stations in the mountains and in the sparsely settled agricultural sections give thanks daily for the instruction and entertainment which they glean from these books, which are loaned to them free, are carried by the Company without charge, and are sent so promptly. Probably many men now advanced in the service would be glad to attribute that advancement in part at least to the constant reading of the well selected volumes supplied them so freely and so liberally by the Company in this way.

The homes of track workmen and many others, far from the larger cities and remote from the privileges of the free libraries and reading rooms, have been cheered, and the dullness of country life has been mitigated by the books that point to a higher life and tell of what men in other parts of the world have done and are doing for the advancement of civilization. The man who has had the ambition to climb higher on the ladder of success, but who has not had the money to buy books containing information necessary to him in his new position, has been gladdened and encouraged by the free and unlimited use of these very books, so willingly loaned and so helpful to him in his greater responsibilities.

The elder members of the employe's family have access to whatever kind of books they care for: history, descriptive works and travel tales, biography, fiction, practical arts, scientific and educational treatises, religious works, etc. For the younger members there are juvenile books on many subjects.

How the Library Was Begun

In 1882, Dr. W. T. Barnard, then secretary (later assistant) to President Garrett, issued a circular stating that at a date in the near future the railroad, through the Relief Association, would organize a "Circulating Library" for the use of the employes and their families, and that such action was taken "because of the sad lack of educational facilities along the main stem and branches of the Baltimore and Ohio Railroad."

The circular outlining this innovation read in part viz:

BALTIMORE AND OHIO RAILROAD COMPANY

BALTIMORE, December 1, 1884.

The establishment of a Free Circulating Library for the employes of the Company is undertaken in the belief that such an institution will be welcomed by all classes as a popular and



MRS. ELIZABETH P. IRVING, LIBRARIAN

desirable measure, and that, through its agency and development, much-needed opportunity will be afforded employes to qualify themselves for promotion and advancement in life, while at the same time their children, wherever located, will have at hand facilities for study and instructive reading-matter seldom obtainable outside large cities. This will be done without cost to employes, and in such a manner that the books furnished can be utilized not only at reading-rooms (not always convenient of access), but also amid the comforts and society of their homes.

The plan, in brief, is, by means of contributions of money and books, to establish a compact general and technical Library, selected with special reference to the wants and tastes of employes and their families; to print inexpensive but carefully prepared catalogues and cards on which to make requisitions for books, and to so distribute them that every member can receive and return literature, without delay, through the Company's train service.

This Library is therefore to be exclusively for the use of all employes, their wives and, more particularly, *their children*. Its mission will be to exert an elevating and educating influence on those it reaches. It will supply standard works on the sciences, general literature, poetry, historical, text and other books of practical utility to engineers, mechanics, firemen and other railroad employes, and those especially adapted to educating and forming the character of the young.

The Library Organized

The plan, as outlined by Dr. Barnard, received the official sanction of the Railroad on March 2, 1885, through an order of the president, the late Robert Garrett.

The officials of the Company individually subscribed $5,391, and over 1,500 well-selected books were received as donations. The nucleus of the collection was the donation of about 600 volumes which had been given to the employes at Mount Clare by the late John W. Garrett, then president, in September, 1869. On December 3, 1885, the library began its work with 4,500 books on its shelves, 3,000 of which had been purchased.

Method of Distribution

Any employe desiring to get books from the library should communicate with the librarian at Mt. Royal Station, Baltimore. The librarian will thereupon appoint an agent at the station or town in which the inquiring employe lives, and forward requisition cards and catalogues.

Instructions for ordering and handling books are also sent.

A book may be retained by the employe for two weeks, and may be renewed for the same period, provided that there is no previous application for it on file. There is a fine of one cent a day imposed for keeping books out over time, but a margin of three days is allowed for transit.

When the requisitions for books have been received at the library, they are stamped and dated, the orders filled, and the books are wrapped in heavy paper and addressed to the agent who has charge of the books at the destination. They are carried by train mail, and upon arriving at the agency, are distributed by the library agent.

The Library

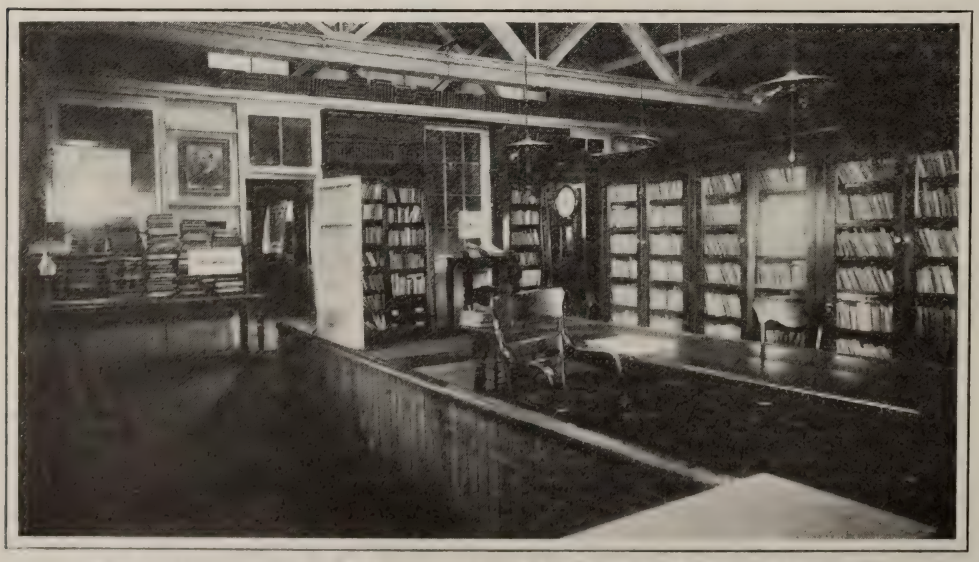
The library now contains over 15,000 volumes. There have been many additions since it was started, the latest catalogue being issued in October, 1915.

These books are divided into sections, and all books under one general subject are put in the same section. The subjects treated by the books now in the library are: history, descriptive works and travels, biography, poetry and drama, essays and miscellaneous, technical, fiction, practical arts, scientific, educational, religious works and natural science.

The Librarians

The first librarian was A. M. Irving, who was appointed in 1885. He served from that date until his death in 1906, and it was due, in a great measure, to his administrative ability that the library became so popular among the employes. The next librarian was Henry M. Etchison, but this gentleman's excellent service was cut short by his death, eighteen months after he took the position. Since Mr. Etchison's death in September, 1907, Mrs. Elizabeth P. Irving, widow of the first librarian, has filled the position, she being familiar with the work, and having often helped her husband during his long years of service. Thus the library has been in charge of the Irving family, except during the eighteen months of Mr. Etchison's service, since it was begun in 1885 by Dr. W. T. Barnard.

Though the number of free public libraries available for employes all over the System has increased largely in the last three decades, there are still many, many stations on our lines where free library service is yet unknown to Baltimore



THE READING ROOM OF THE LIBRARY, MOUNT ROYAL STATION, BALTIMORE

and Ohio people, except through our Company library. The opportunities for study and entertainment offered by these 15,000 volumes are manifold, and it is the wish of the present librarian to increase these opportunities by letting more of our men and their families know about them. Remember Lincoln with his books studying in the light of the burning pine knots on the hearth, and Garfield reading the while he eked out a living as a mule driver on the canal bank. Such opportunities as we have for study were denied them. Yet they both became the admiration and pride of all their fellow men. Should we strive for less praise through neglect of the vast stores of information offered us by the records of thought and achievements given in these volumes?



The Transitman's Lament

By W. B. Wilson

When the days are dark and dreary
And the sun has ceased to shine,
And you have to run a party
Down along some swampy line.

And the mud's up to your boot tops
And quite soaked are all your clothes,
And the water cold to freezing
Runs in streamlets off your nose.

When the air is thick and muggy
And your poor feet feel like lead,
And icy drops run down your neck
Each time you nod your head.

And your lordly "back-rod's" roosting
'Neath the shelter of some tree,
And never turns to face the "gun"
Lest "rod up" he should see.

And the green rear-chainman carefully
(I've watched him every time)
Camps on his tail to measure,
And is always plumb in line.

And the axeman never gets the stake
Just where it ought to be,
And the front chain sets his "H. O. C."
With care, behind some tree.

The "brushmen," half a mile ahead,
Full fifty feet off line
Are striving hard to bring to earth
Some tall and stately pine.

When your note book's soiled and soggy
And your pencils all are hard,
When they rip and tear the paper
And in other ways retard.

A nasty set-up being made,
Then comes the "Resident,"
And I will bet a half-year's pay
He knocks the instrument.

With all these things against one
(Now brothers aren't I right?)
Could any but a saint or so,
Not swear and want to fight?

And when the final survey's done,
I really wonder then,
If the Lord Himself won't shed a tear
And bless the "transitmen."

Cooperative Claim Prevention

Bulletin No. 5

What Would You Do if You Owned The Baltimore and Ohio Railroad Company?

WOULD YOU accept freight for forwarding without personally seeing that all the articles specified on the shipping ticket were properly delivered, in good order and marked in accordance with the shipping ticket?

WOULD YOU accept for shipment packages which apparently are not strong enough to protect their contents from damage in transit under normal conditions and handling?

WOULD YOU stick a hook in carpet, oil cloth, cotton piece goods or other such articles?

WOULD YOU load freight in cars that did not have secure doors to prevent possible pilfering after seals had been applied?

WOULD YOU load machinery or other heavy freight on top of fragile packages?

WOULD YOU load freight in cars with dirty floors, or in cars with nails projecting from car floor, sides, or door posts?

WOULD YOU load sacks of sugar, flour, cement, seeds or other goods next to freight with projecting points which are liable to tear the sacks; or next to oil, acid and the like which are likely to leak or break and contents damage such goods?

WOULD YOU use a truck to adjust glass in crates, boxes or other containers?

WOULD YOU load barrels on their sides, so that they would roll back and damage other freight?

WOULD YOU load merchandise so that the first movement of the car would cause the whole pile to topple over?

WOULD YOU furnish cars with leaky roofs or doors, for loading with grain, flour, sugar, cement, or other commodities liable to damage by wet?

WOULD YOU leave a shipment of butter, lard or cheese in the hot sun on the station platform?

WOULD YOU deliver shipper's order "freight" without surrender of bill of lading?

WOULD YOU let draymen or others get freight out of merchandise cars or freight houses without checking it out to them and noting the condition?

WOULD YOU deliver freight in a damaged condition without making joint inspection of contents?

WOULD YOU go home to dinner and leave the freight house open, or freight on station platform?

WOULD YOU disregard instructions with reference to ventilators, drain plugs, and icing in connection with perishable shipments handled in refrigerator cars?

IN SHORT, WOULD YOU do anything that might result in your having to pay a claim out of your own pocket? Surely you would not. That being the case, don't discriminate between your own interests and those of your employer simply because the loss is the Company's and does not affect you personally.

The above are only a few important items that every employe should have in mind when handling freight. By being watchful, the amount paid out in claims can be reduced. Let us go to it and do it.

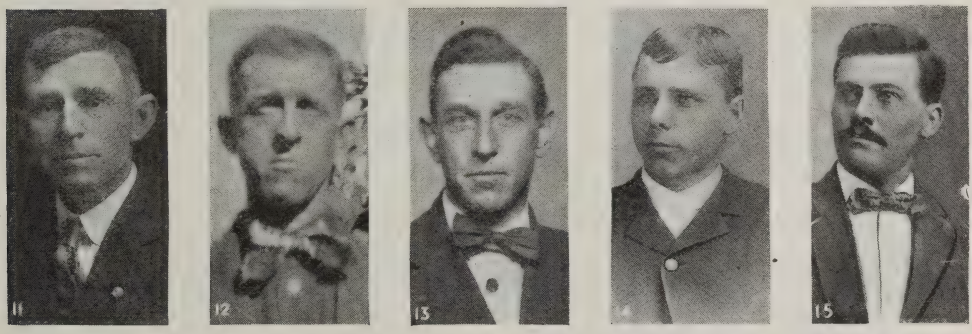
HOLD MEETINGS of your force and discuss the various irregularities that come up from time to time and arrange to avoid them in the future. Rules or words will not prevent claims. Care and attention will prevent errors and omissions.

Yours for prevention,

C. C. GLESSNER,
Auditor Freight Claims.







TRACK SUPERVISORS AND SECTION FOREMEN (WESTERN LINES) WHO WERE AMONG THOSE AWARDED PRIZES FOR YEAR 1917

TRACK SUPERVISORS HAVING BEST DISTRICTS

(1) JOHN CLARK, Walkerton, Ind., Chicago Division; (2) WILLIAM O'BRIEN, Toledo, Ohio, Toledo Division; (3) E. COLE, Athens, Ohio, Ohio Division; (4) W. COOK, Vincennes, Ind., Illinois Division; (5) DENNIS CASSIN, North Vernon, Ind., Indiana Division.

FOREMEN HAVING BEST MAIN LINE SECTION

(6) J. M. GRUSKE, Walkerton, Ind., Chicago Division; (7) FRANK DILSAVER, Columbus Grove, Ohio, Toledo Division; (8) J. P. GRAY, Flora, Ill., Illinois Division.

FOREMEN HAVING BEST BRANCH LINE SECTION

(9) FRED WEAVER, Lynchburg, Ohio, Ohio Division; (10) J. M. ROBB, Breckenridge, Ill., Illinois Division; (11) S. M. ALLEN, Milledgeville, Ohio, Toledo Division; (12) CHARLES A. DAVIS, Jeffersonville, Ind., Indiana Division.

FOREMEN HAVING MAIN LINE SECTION SHOWING MOST IMPROVEMENT

(15) HARLEY W. FOGT, Piqua, Ohio, Toledo Division (14) EDWARD CURTIS, Albion, Ind., Chicago Division; (15) J. F. THOME, Aviston, Ill., Illinois Division.

Operation and Maintenance of Electric Headlights on Locomotives

Inasmuch as approximately 500 Baltimore and Ohio locomotives are now equipped with electric headlights, and as additional locomotives are being equipped each month, it is felt that a brief catechism of the principal features of the operation and maintenance of this equipment will be of interest and benefit to all concerned in locomotive operation. On page 26 of the November issue of the Magazine appeared Article 1—Operation.

Article 2—Maintenance

INSTRUCTIONS governing the inspection and maintenance of the electric headlight equipment are given in detail in Motive Power Circular No. L-603, the following being a brief outline of the methods of inspection, repair, etc., of the equipment.

Satisfactory operation is impossible without systematic and proper inspection and maintenance of the equipment, as covered by the above mentioned circular, and the importance of carrying out the instructions in effect cannot be overestimated.

Q.—When is the equipment inspected and what is the procedure, naming the more important features which should receive special attention?

A.—The equipment is inspected first upon arrival of the locomotive at the cinder pit at the terminal and again at the time the locomotive is dispatched for the next trip. Upon arrival of the locomotive at the cinder pit the equipment is inspected by, first, testing generator set for voltage and running conditions; second, lubrication of the generator set; third, detail examination of the lamps; fourth, examination of the wiring, accessories, etc.

Q.—How is the generator set tested for voltage and running conditions?

A.—The turbine is started in the usual way with sufficient steam pressure on the locomotive to insure a reliable test. After the generator set has been running several minutes and with all lamps burning, the voltage is measured across the brushes of the generator with a volt meter with which the maintainer is supplied for this purpose.

Q.—What is done in the event this test shows deficient or excessive voltage?

A.—The speed of the generator set is adjusted as covered by Circular L-603 so as to maintain thirty-two volts.

Q.—What is necessary in regard to lubrication?

A.—The turbine and generator bearings are oiled, using engine oil, for each trip of the locomotive.

Q.—How should inspection of the lamps be made?

A.—With all of the lamps burning each is examined to ascertain if it is burned out or broken and requires renewing and that it is screwed firmly into its socket, particularly the headlight lamp, as a slight loosening or variation from its normal position destroys the focus of the headlight beam. What is more important the arcing which is caused by loose contact is very apt to result in burning out the lamp socket in the headlight case, causing a light failure and involving considerable work in making repairs.

Q.—Of what does inspection of wiring, piping, etc., consist?

A.—Seeing that all connections are tight, insulation in such condition as to prevent "grounds" or "short circuits," cab wiring properly cleated in place, all bolts, clamps, conduit and fittings kept tight and steam pipe maintained free from leaks.

Q.—What inspection is required upon dispatchment of the locomotive?

A.—The generator set is run, oil cups examined to insure sufficient lubrication, lamps tried out, reflector cleaned and polished if not in the required bright condition and the headlight lamp focused properly if this is found necessary.

Q.—How is the headlight focused?

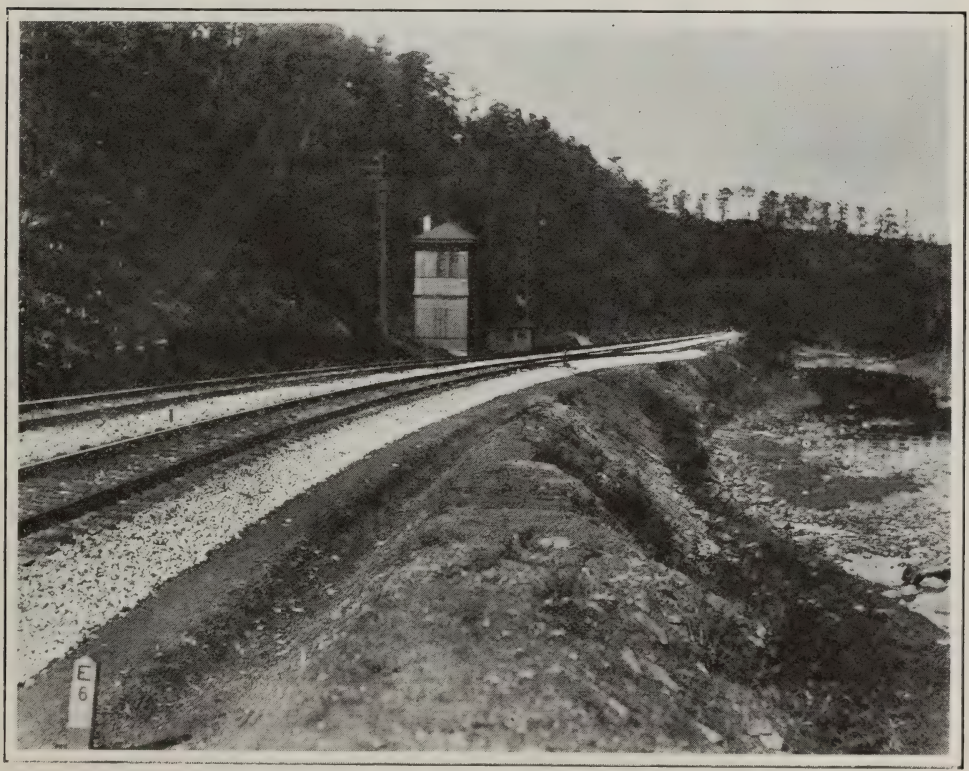
A.—First, the headlight case must be level and as closely in alignment with the center line of the locomotive as possible, otherwise close concentration of the light rays essential for the required beam will be impossible. The lamp is then adjusted by means of the focusing mechanism until the required sharpness and level projection of the beam is obtained.

Wherever possible focusing should be done at night, with the locomotive standing on a straight track. When necessary to focus the lamp while locomotive is in the engine house adjustment is made so that a circle of light as small and sharp as possible is projected on the wall.

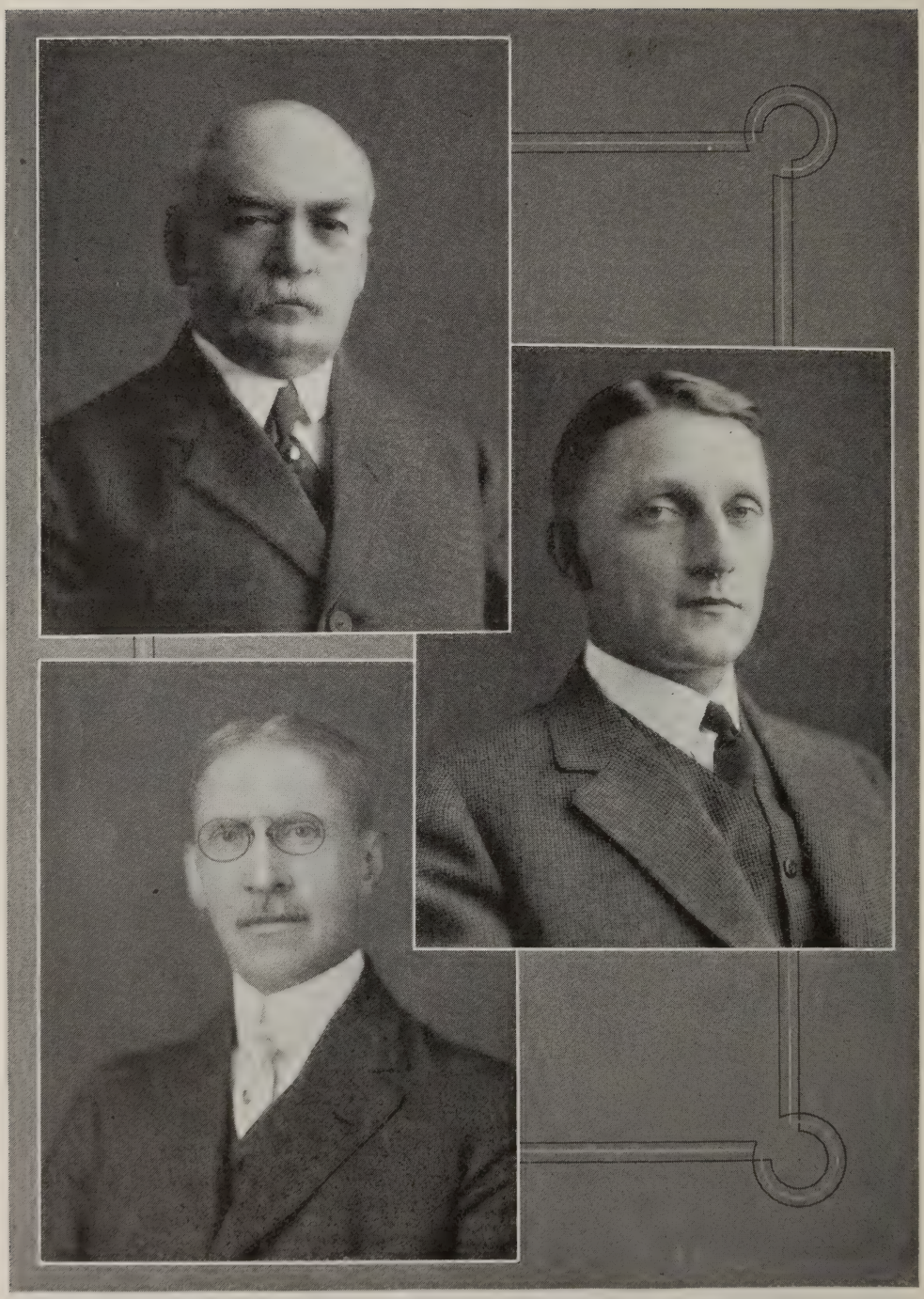
Q.—What care of the dynamo is necessary?

A.—The essential features are the proper condition of the commutator and brushes, proper insulation and to see that all electrical connections are tight.

Instructions in full detail are embodied in the circular above referred to.



STANDARD TRACK AT WITTMER TOWER, PITTSBURGH DIVISION



O. P. McCARTY, GENERAL PASSENGER REPRESENTATIVE

W. B. CALLOWAY, PASSENGER TRAFFIC MANAGER

W. E. LOWES, GENERAL PASSENGER AGENT

Vice-President Thompson Makes Important Changes in Passenger Traffic and Freight Traffic Departments

A. W. THOMPSON, vice-president in charge of traffic and commercial development, announced important changes in the Passenger Traffic Department and the Freight Traffic Department, effective December 1. On that date O. P. McCarty, passenger traffic manager, was promoted to general passenger representative, W. B. Calloway, general passenger agent of lines east, succeeded Mr. McCarty as passenger traffic manager and W. E. Lowes, assistant general passenger agent, was made general passenger agent of the System, with defined duties. It is a coincidence that each of these officials are Ohio men and came to the general offices at Baltimore from Cincinnati.

O. P. McCarty

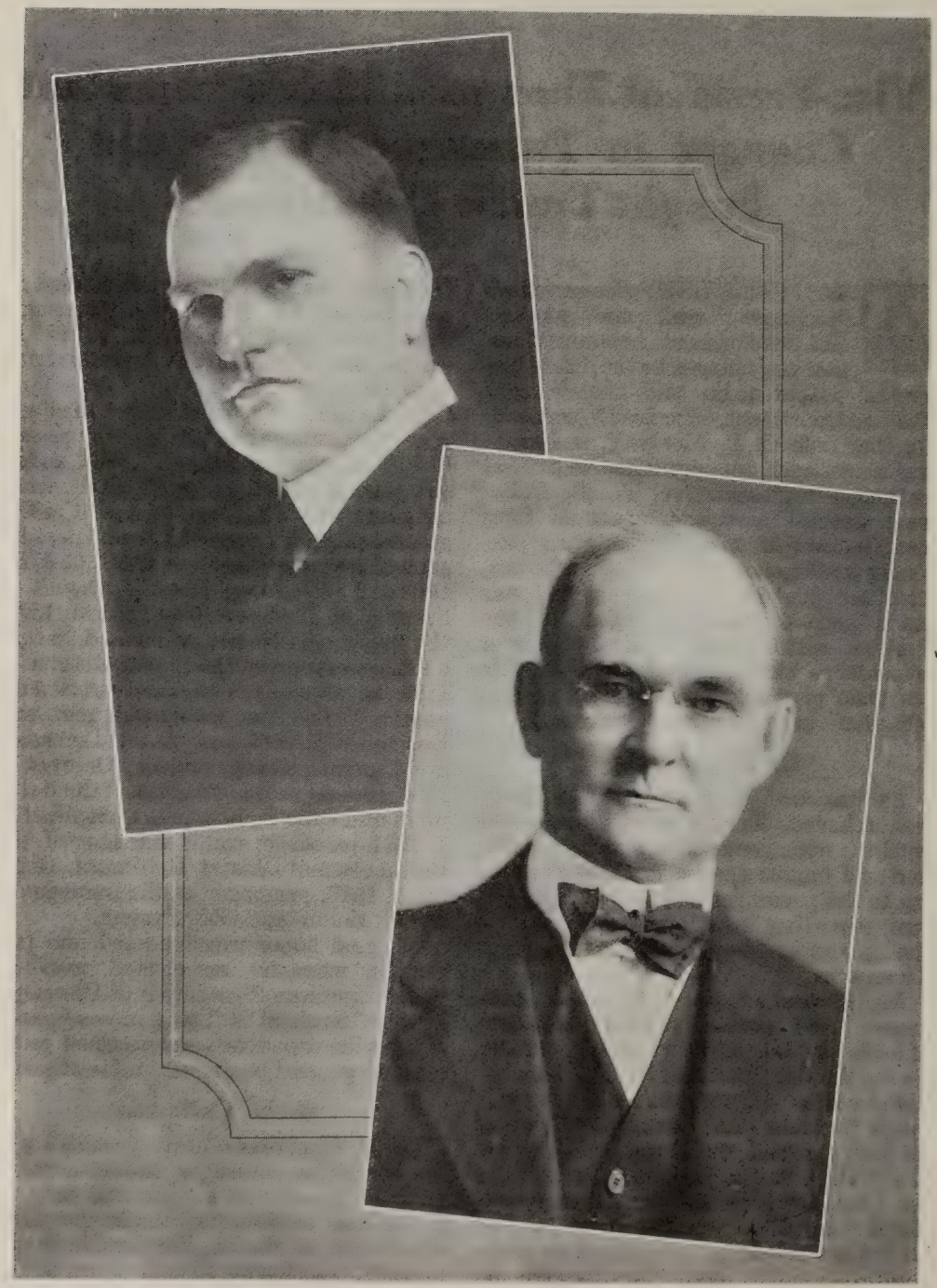
At his own request, Mr. McCarty was relieved of the details connected with the management of passenger traffic and will handle special matters pertaining to the passenger business of the System, reporting to and becoming one of the personal staff of vice-president Thompson.

Mr. McCarty is one of the ablest, best known and most popular passenger officials in the United States, having served the Baltimore and Ohio for twenty-seven years. His knowledge of the passenger business dates back to 1864, when he first entered the railway service as ticket clerk on the Cincinnati & Chicago Air Line, now a part of the Pennsylvania Lines known as the Pan Handle, and he has never been off the payroll on some railroad a single day. Step by step he became proficient in all of the various branches of the passenger department on various western lines—the Pan Handle, Union Pacific, Southern Pacific, I. B. & W. (now Big Four), and also served as chairman of the Trunk Line Passenger Rate Committee in New York. In 1887 he was appointed chief rate clerk of the Trunk Line Passenger Committee of New York City; April 1, 1888, chief clerk of the Passenger Department of the Baltimore and Ohio Southwestern; August 1, 1889, assistant general passenger agent of the same company at Columbus; March 1, 1890, general passenger agent of the same, also general passenger agent of the C. C. & M. Railroad and acting passenger agent of the O. & M. Railroad; November 1, 1893, the roads were consolidated and he was made general passenger agent; October 1, 1894, he returned to the Southern Pacific as general traveling passenger agent, and December 15, 1896, was promoted to assistant general passenger agent; October 1, 1897, general passenger agent of the Baltimore and Ohio Southwestern; September 1, 1911, passenger traffic manager of the Baltimore and Ohio at Baltimore; October 1, 1916, passenger traffic manager of the Baltimore and Ohio System.

A signal honor was tendered him last October when he was elected president of the American Association of Passenger Traffic Officers at St. Louis, in recognition of his wide experience and excellent judgment in general passenger traffic affairs.

W. B. Calloway

W. B. Calloway in all probability is the youngest passenger traffic manager in the United States. He first entered the railway field through the freight claim department of the Big Four at Cincinnati in 1891, transferring his allegiance to the passenger department a short time later on the same road, holding various positions until 1898, when he took service in the rate and division department of the



GOLDER SHUMATE, GENERAL FREIGHT AGENT

ARCHIBALD FRIES, ASSISTANT GENERAL FREIGHT TRAFFIC MANAGER

Cincinnati, Hamilton & Dayton, and later became its advertising manager. In the next few years Mr. Calloway was assistant general passenger agent of the Cincinnati, Richmond & Muncie, and general passenger agent of the Chicago, Cincinnati & Louisville, remaining through the vicissitudes of these lines until they were merged into the Cincinnati, Hamilton & Dayton, which was absorbed by the Baltimore and Ohio, to find him general passenger agent of the combination at Cincinnati in 1911. Next he was called to Baltimore in October, 1916, as general passenger agent of the eastern lines. The mantle of general direction of the passenger traffic of the System now falls to him.

W. E. Lowes

W. E. Lowes has had his training in various branches of the railway service, starting as call boy and messenger in the superintendent's office of the Indianapolis & Vincennes, now part of the Pennsylvania Lines, from which he evolved into a telegraph operator and station agent on the old I. C. & L. (now Big Four), and later as freight claim clerk and chief clerk of the freight department of the Pan Handle at Indianapolis. He later became advertising agent of the Big Four at Cincinnati, and in 1897 was called from that line to the Baltimore and Ohio as advertising manager by the late Oscar G. Murray during the receivership. In 1910 he was made assistant general passenger agent of the Baltimore and Ohio, continuing in charge of the advertising, and under his new appointment will still direct the advertising, in addition to the details pertaining to passenger train service.

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In the Freight Traffic Department the changes affected Archibald Fries, freight traffic manager of eastern lines, who was promoted to assistant general freight traffic manager in charge of freight traffic of the System and Golder Shumate, assistant general freight agent, who was advanced to general freight agent. In his new position Mr. Fries has charge of the entire freight traffic of the Baltimore and Ohio. This position was created in view of the additional work required of vice-president Thompson as chairman of the operating committee of the 60,000 miles of railroad east of Chicago.

Archibald Fries

Mr. Fries has been connected with the properties composing the Baltimore and Ohio Railroad since he completed his education in Cincinnati, he being a product of the public and high schools of that city.

He was first employed with the Ohio & Mississippi Railroad in the local freight and operating department, where he obtained a knowledge of all the details in the local handling of freight and warehouses, yards and teminals. He then became connected with the fast freight lines of the Baltimore and Ohio, serving as accountant, chief clerk and acting manager; was then made chief clerk of the general freight department of the southwest division, with headquarters at Cincinnati. His appointment as general agent of the Company at Cincinnati soon followed and later he was made assistant general freight agent of the Baltimore and Ohio Southwestern and Cincinnati, Hamilton & Dayton Railroads. On January 1, 1913, he was transferred as general freight agent of the Baltimore and Ohio at Pittsburgh, and on October 15, 1916, was transferred to Baltimore as freight traffic manager of the eastern lines.

Mr. Fries is widely known in railroad circles, having taken an active part in the legislative work of the various traffic associations with which the Baltimore and Ohio Railroad is connected by reason of its rails, extending from the Atlantic Ocean to the Mississippi River and from Ohio and Potomac Rivers to the Great Lakes.

The appointment of Mr. Fries to this new honor is in recognition of the fact that in all of his previous positions he has made good and this is the day when the men are needed at the front who can do things.

Golder Shumate

Mr. Shumate has been in the Freight Department of the Baltimore and Ohio Railroad since he entered it as a clerk at Washington, D. C., in 1897, and was connected with the general freight offices in Baltimore since 1899 as claim clerk, rate clerk and chief rate clerk, until his appointment as division freight agent at Youngstown, Ohio, in 1916, where he remained but a few months to go back to Baltimore as division freight agent, from which he was appointed assistant general freight agent in March of the present year.

Mr. Shumate is a young man and is well fitted for the duties of a general officer through his training.

John T. Broderick, Supervisor of Special Bureaus, Urges Safety First Among Employes of Kentucky and Indiana Terminal Railroad Company

AT a Safety First meeting of the officers and employes of the Kentucky and Indiana Terminal Railroad Company held in the Masonic Hall at Louisville, Ky., on the evening of November 16, John T. Broderick, supervisor of special bureaus, was the principal speaker. He supplemented his talk with an exhibition of the motion picture film "The Rule of Reason." As a result of the deep interest manifested in what Mr. Broderick said, a Safety First committee will be organized at the Louisville terminal. Mr. Broderick impressed upon his auditors the absolute necessity for the conservation of man power in these days when the government is looking to the railroads to bear unprecedented burdens on account of the war.

General manager W. S. Campbell, the superintendent, trainmaster, master mechanic and other supervising officers of the Kentucky and Indiana Terminal Railroad Company attended the meeting. It was the first gathering of its kind that has ever been held by the company. Copies of Safety First and Sanitation Rules were distributed.

George H. Campbell, assistant to President Willard, is president of the Kentucky and Indiana Terminal Railroad Company. The company is controlled by three railroad companies, one of which is the Baltimore and Ohio Railroad Company and which owns a one-third interest.

Employes in Baltimore Contribute $5,013.55 to Y. M. C. A. Fund

IN the recent big drive by the Y. M. C. A. to raise $35,000,000, needed to provide comforts for our soldiers abroad and at home, employes of the Baltimore and Ohio Railroad in Baltimore contributed $5,013.55. This snug sum was gathered within a remarkably short time, but a few days' notice having been given, and, added to the liberal gifts from all sections of the United States, brought the total up to $49,209,411—an over-subscription of upward of $14,000,000.

The campaign, as all know who have been perusing the daily papers, opened on November 12 and closed one week later. The appeal to the general offices of the Company was received on November 14. The following day the matter was brought to the attention of chief clerks in the various departments and the wheels were set in motion. The "Among Ourselves" section of the Magazine contains a number of items relative to the activities of individuals and employes collectively, stories replete with the feeling that now predominates the heart of every loyal American—the welfare of our boys in khaki.

Safety First Meeting at Riverside

LARGELY attended Safety First meetings were held at Riverside Y. M. C. A. at noon and in the evenings on October 15 and 16. The moving pictures that were exhibited aroused considerable enthusiasm, and the addresses of superintendent Gorsuch, Dr. Parlett and G. W. Sommer were listened to with close attention. General superintendent Blaser, who was scheduled to take part in the meetings was, owing to pressing business, compelled to cancel the engagement.

Following Dr. Parlett's address on the evening of October 15, superintendent Gorsuch made a very strong and straight-from-the-shoulder talk on the wisdom of one's concentrating on one's work. He told his auditors that domestic worries and other extraneous matters should not be taken into the workshop. He also said that in many investigations of accidents the sole reason given by the employes at fault was, "I forgot." "Man must train himself to keep his mind on his work," he said, "not only to be efficient, but to avoid accidents to himself, his fellow employes and the traveling public.

Mr. Gorsuch was lavish in his praise of the Safety and Welfare Bureaus for the splendid work they have done in the interests of the employes, and urged all present to cooperate in a whole-hearted manner with these departments.

Mr. Sommer in his usual lucid, forceful manner hammered Safety home to his hearers.

Mr. Stacy introduced the speakers and rendered a number of pleasing selections on the magnificent organ presented to the Riverside Y. M. C. A. by the late Oscar G. Murray, former president and chairman of the board.

Those present expressed the opinion that the pictures were not only interesting and educational, but were far superior to former safety and welfare pictures viewed at meetings along the lines of the Baltimore and Ohio Railroad.

Dr. Parlett said in part:

"If there is one thing that all loyal Americans have in common in this big land of democracy it is patriotism. Patriotism makes us all akin, makes us comrades in the service of our country and of one another.

"The conservation of man power is one of the gravest patriotic duties we have confronting us today. Unless our soldiers are supplied with munitions, food, clothing and medical supplies they cannot fight for our country's ideals—they are powerless. President Wilson has estimated that it takes ten men in the industrial and railroad ranks to keep one soldier supplied with these necessities of war. Therefore, our patriotic duty is plain. It means that every man's life saved at home is equal to one of the enemy killed. Think that over!

"The Baltimore and Ohio is and has been in the front rank of Safety First work since the inauguration of the safety movement. It intends now more than ever to maintain that rank. But it lies with the loyal employes to see to it that that high standard is maintained. The psychology of the Safety First campaign is that to teach it the perspective must be constantly changed to keep up the interest and enthusiasm and to approach the subject from as many angles as possible. In this respect the motion picture is a wonderful ally and potent means of instruction.

"The chief and most damaging causes of accident (from a physical or human standpoint) are the following:

"1—Handling of tools and materials. 2—Misstep. 3—Foreign body in eye. 4—Getting on and off trains. 5—Struck by foreign body. 6—Collision. 7—Putting on and off brakes. 8—Falling from train. 9—Falls. 10—Coupling cars.

"All these are preventable; in fact, over ninety per cent. of accidents which are due to careless and thoughtless habits (the human equation) are preventable. With constant hammering and reiteration of these facts, we hope to eliminate most of them. It takes only the help of the man on the job."



Baltimore and Ohio Employes Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Are You Getting The Most From Your Job?

THE same job that Caesar held, Nero held. The same job that Hugh Chalmers held forty nameless clerks occupied. A job is only a place for a man. A little man can rattle around in a big job, but a big man in a little job soon makes that job big. Before you make that change think it over—perhaps that job of yours is big enough to develop in. Ask yourself these questions:

What happened to the men I know who continually changed jobs?

What happened to those I know who stuck, and worked?

Am I big enough for my job? How can I make myself bigger?

Am I getting the most out of my job? Am I developing my job? Am I making it bigger? Do I see all its possibilities? Am I getting all that it can offer in training, experience, growth?—*Personal Efficiency.*

The Need of Economy

WHEN we put a million and a half soldiers in the field we withdraw those men from productive enterprises. They do not while they are actually in training or in service produce anything. They do, on the other hand, consume much. There is nothing more expensive on earth than to support and maintain a great army in the field, especially if it is on the fighting line. The attrition of supplies and everything else is tremendously great when we have a fighting army in the field.

America is the one great remaining storehouse in the world of supplies and credit. We must maintain and make effective as possible our own soldiers and the soldiers of those nations who are fighting for us. We must, therefore, draw as little as possible upon our common store of supplies and money. The more we lessen our domestic demand the more we can contribute to the support and effectiveness of our allied armies.

Economy is now a national duty, such a duty upon the people at home as fighting is upon those Americans who are bravely offering their lives for the honor of America and the preservation of liberty and justice.

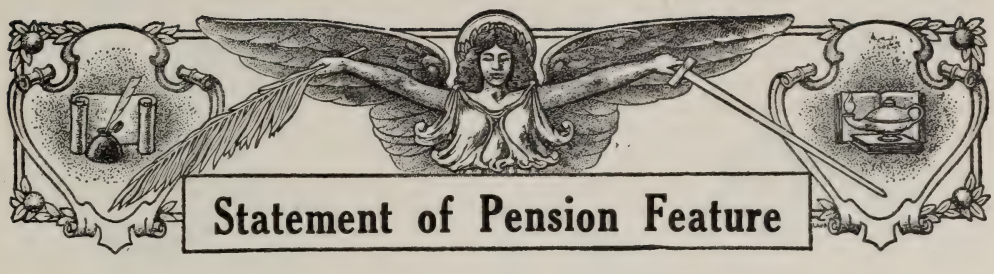
Railway Accidents

AN analysis of the latest accident report of the Interstate Commerce Commission indicates that, next to the seclusion of one's own home, the safest place a person can be is on a railroad train.

Some interesting observations and conclusions, based upon the 1916 accident report, are made public by Julius Kruttschnitt, chairman of the special committee on accident statistics, American Railway Association.

In 1916, 302 companies, operating 139,000 miles of railroad, equal to the combined mileage of Germany, France, Austria-Hungary and Russia, transported sixty per cent. of the country's entire passenger business and sixty-seven per cent. of its entire freight business without a single passenger being killed in a train accident. In striking contrast to this record are the fatalities and accidents to those who ignore Safety First principles as practiced by the roads.

Forty-nine per cent., or almost half of the total fatalities for the year 1916, were due to trespassing on trains or on tracks, a thing that is forbidden by law in Europe under heavy penalties.



Statement of Pension Feature

Employes who have been honorably retired during the month of November, 1917, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Annan, James A	Engineman	C. T	Cumberland	44
Bloxom, Edward T	Painter	M. P	Baltimore	38
Campbell, Matthew	Laborer	M. of W	Monogah	48
Gonzales, Francis	Porter	Din'g Car Dep't	All	31
Hill, David C	Oiler	Stores	Ohio River	26
Howell, William L	Cut-Watchman	C. T	Pittsburgh	45
Huffman, Howard	Train Baggage Man	C. T	Newark	45
Hunsicker, Thomas W	Section Foreman	M. of W	Ohio	48
Montgomery, James L	Yard Conductor	C. T	Newark	31
Ottman, John	Shop Hand	M. P	Baltimore	40
Phillips, William D	Lampman	C. T	Philadelphia	31
Pope, Wesley	Fireman	C. T	Baltimore	30
Powell, John	Engineman	C. T	Newark	44
Smouse, Theodore B	Engineman	C. T	Cumberland	44
Stanton, Jacob S	Engineman	C. T	Philadelphia	31

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1916, over $296,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,215,412.90.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Anderson, Charles L	Laborer	M. of W.	Newark	Oct. 6, 1917	49
Rusler, Joseph	Crossing-Watchman	C. T	Newark	Oct. 30, 1917	38
Hilton, Andrew J	Machinist	M. P	Baltimore	Nov. 1, 1917	47
Harris, Creed F	Machinist	M. P	Illinois	Nov. 3, 1917	25
Boyd, Samuel J	Machine Hand	M. P	Baltimore	Nov. 8, 1917	40
Kramer, John A	Car Builder	M. P	Cleveland	Nov. 9, 1917	23
Burke, Thomas	Engine Wiper	M. P	Cleveland	Nov. 17, 1917	40
Cook, James A	Ticket Agent	C. T	Connellsville	Nov. 21, 1917	25
Counselman, F. A	Machinist	M. P	Baltimore	Nov. 24, 1917	48



Home Dressmaker's Corner



By Maude Hall

Courtesy "Pictorial Review"

Originality and Fineness of Detail Symbolized in the Latest Blouses

PRETTY blouses are legion, but it requires diligent search to find models that are smart, distinctive, practical and moderate in price at the same time. Originality and fineness of detail characterize the newest models, however, to a greater degree than in any previous season.

In their efforts after originality the designers have utilized the surplice closing and countless variations of neck and armhole treatment. The daintiest models are, of course, hand made, but their design is simple so that they offer few difficulties, if any, for women who are doing their own sewing in this season of conservation.

Satin, crepe de chine, crepe Georgette and chiffon seem to have supplanted net, lace and the lingerie materials for fashionable waists. When net and lace are used they are generally in combination with other fabrics. The new shades of gray are so charming in the soft, lustrous satins that they are irresistible. The woman who finds it hard to get something to her liking will be pleased with a satin blouse in artillery gray with collar of embroidered crepe Georgette. Bands of satin outline the Georgette giving substance to the collar. Of course when limited to the most practical uses, the collar may be confined to the satin. Handwork on blouses runs to tucking, open stitching, braiding and hand embroidery. An air of simplicity must prevail in the decoration; extreme daintiness rather than any pretentiousness is the rule.

Collars are the details with which the designers take the greatest liberties; high necked arrangements are seen upon many of the new model blouses, but the vast majority are frankly open in front. When extraordinarily low a vest is added. Jabots are exceedingly a la mode, as are also large collars with front extensions that may be converted into anything from patch pockets to sash ends. On the whole the collar rolling up against the neck a little in the back and opening away from the throat in front is the popular compromise.

Sleeveless effects are featured in overblouses of satin to wear with separate waists and skirts. These blouses are all of the slip-over variety, but very graceful in line. When created for independent wear the blouses sometimes combine as many as three different materials. One of the imported effects that illustrates this point has a foundation of dark blue satin worn over a guimpe of chiffon with collar and sleeve trimmings of exquisite panne velvet. The large armholes are hemstitched, the neck being cut to form an unusually deep V. The fulness at the waist is held in with a belt of satin and flare cuffs finish the sleeves.

An excellent blouse in white satin has a tucked vest cut off in square effect at the top, the neck being finished with a collar of self-material edges with lace. Groups of embroidered dots in delicate pink add to the effectiveness of the decoration on the front of the waist.

Bretelles are admirable for waists for which a dressy effect is desired without anything that smacks of over-elaboration. When made of beaded or embroidered satin and applied to simple waists of



SKETCH No. 1

Georgette they are exceedingly dainty and desirable. Usually with the bretelles are combined the open-front idea —that is a straight, plain vest with V or square-shaped neck extending to the belt without interruption.

In additon to laundering well, crepe Georgette and chiffon cloth have another advantage over crisp materials in that they make artistic jabots. One of the greatest drawbacks to the universality of frills and jabots, has been the difficulty in keeping them fresh and immaculate. The most practical blouses are so designed that the frills may be worn quite separate from the waist, being buttoned or snapped on.

When speaking of variations one must not omit the bib collar, cut out in square or shallow round neck line and allowed to fall deeply over the bodice or blouse front. This bib is narrower over the shoulders and round at the back; as a rule, if desired it may be of contrasting material.

The continued popularity of the blouse gives a new lease of life to the separate skirt, which is quite as attractively varied as the blouse. Broadcloth, velvet, velveteen, tricotine, serge and satin are the fabrics utilized in making most of the models displayed in smart shops. Plaits and gathers are both so highly approved of fashion that they are a matter of personal taste. Tucks are stylish and are recommended wherever the figure permits of their use. Belts and pockets are other details not to be overlooked, because they are arranged with such cleverness and ingenuity. The newest skirts are narrower than those of last season, depending upon the plaits and other artifices to simulate width. Many of the best separate skirts are in one and two-piece effects, making their reproduction a simple matter for the home dressmaker.

Sketch No. 1

No. 7361—Ladies' Blouse (20 cents). Seven sizes, 34 to 46 bust. Size 36 requires $2\frac{7}{8}$ yards 36-inch material for blouse with jabot, or $2\frac{1}{2}$ yards 36-inch if made without jabot. Back of blouse extends over shoulders and joins to gathered edges of fronts. Convertible collar rolled high and buttoned to neck, or rolled back with front of blouse. One-piece sleeves gathered to cuffs which are rolled back. Front of blouse finished with a gathered jabot which may be omitted. No lining.

Sketch No. 2

No. 7417—Ladies' One-Piece Dress (25 cents). Six sizes, 34 to 44 bust. Width at lower edge of dress about $2\frac{3}{8}$ yards. As illustrated on first figure, size 36 requires 7 yards 36-inch material, with $\frac{7}{8}$ yard 36-inch contrasting material. As illustrated on second figure, size 36 requires $2\frac{3}{4}$ yards 36-inch light material, $4\frac{3}{8}$ yards 36-inch dark material, and $\frac{1}{2}$ yard 36-inch light material extra for shield and collar.



SKETCH No. 2



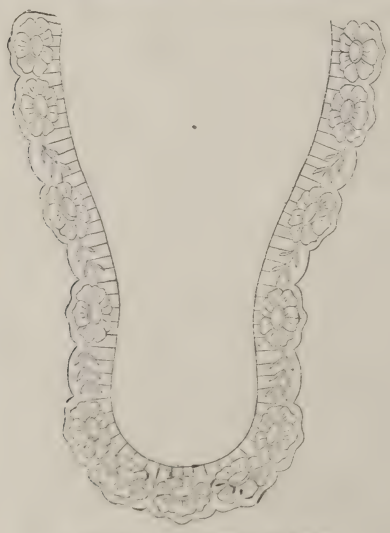
The Needleworker's Corner

A Buffet Scarf and Doily in Newest Shape, Executed in Outline and Raised Stitches and Cut-Work

By Kathryn Mutterer

Courtesy "Pictorial Review"

IN the search after novelty specialists in embroideries have produced a buffet scarf which is sure to find favor. It may be used also for a sideboard or serving table. The design pictured may be made of white or ecru linen. The embroidery is done in heavy outline and raised satin stitches. Many pretty color combinations are possible in the reproduction of both the scarf and doily. The flowers, leaves and inner and



No. 12292—BUFFET SCARF

outer edges of the scarf are worked entirely in heavy outline stitch, raised satin stitches being used for the stems.

Another novelty is the eight-inch square doily done in cut-work, outline and solid satin stitches. The edges of the open sections are narrowly buttonholed. First run the stamped outline of the section with fine stitches. The buttonholing should not be more than a sixteenth of an inch in width.

Do not cut the material until the bars have been put in. Starting at the right fasten the thread under the buttonholed edge, carry it across and fasten under the opposite edge, back and fasten, and over



No. 12023—FOR CUSHION OR DOILY

again and fasten. This gives a foundation of three threads and leaves the needle at the left. Bringing the first stitch close in under the edge, fill the bar with close, firm buttonholing, taking care that no stitches catch into the fabric. Finish close under the opposite edge. The material is left only to keep the shape of the spaces perfect and can be carefully cut away after all bars are finished.

Eyelets are always run before punching or cutting, round eyelets once and long eyelets twice. Cut lengthwise through the centre of a long eyelet, then snip at right angles to the long cut and roll back. Bind with straight over-and-over stitches, keeping them close together without crowding.



Dainty Paper Decoration for Table Solves Problem for Holiday Hostess



AT the little informal Christmas night supper or Christmas Eve celebration around a table like this the "flow of wit and reason" should be unrestrained, for the hostess will not be worrying about the expense and her guests will be delighted with the dainty service.

The table cover, napkins and doilies, of white crepe paper with Christmas designs in colors, together with the paper plates which bear a similar Christmas design, come in sets called "Holiday Lunch Sets." One can be purchased at almost any stationery or department store. The Santa Claus figures standing behind the plates are really bon bon boxes. The candle shades are of white crepe paper with designs cut from a paper napkin pasted on them. The favor pie in the center can be omitted but it is not hard to make and favor pies can create a lot of fun as well as save the cost of a floral centerpiece.

This pie has for a foundation a cone of green mat stock, mounted on a wire standard. Small favors are wrapped in green tissue paper, tied to branches of artificial holly and then glued to the foundation. Other branches of holly, stuck in holes in the mat stock cone, make the three full and shapely.

This would also make a good decoration for the children's "extra" table so often necessary at large family gatherings.



TABLE SET FOR INFORMAL SUPPER

Safety First Roll of Honor

Staten Island Division

On November 6 engineer Daniel Buckley noticed several boys stealing coal from car in Tompkinsville Freight Yard. He notified Lieutenant Sullivan of the Baltimore & Ohio Police Department, which resulted in the arrest of two boys. The management has placed a meritorious entry on the record of Mr. Buckley.

At 7.30 p. m. on November 4 engineer C. E. Wynans, Jr., discovered a defective rail on westward track at St. George. He notified dispatcher and placed a red flag to protect track. He has been commended for his keen observation and prompt action.

Mr. Dwyer, car locator at St. George Yard, has been commended for the keen observation exercised by him in the location of cars. On several occasions he has found cars with indistinct numbers and made prompt report of same, so that number could be restencilled.

Philadelphia Division

On October 19 crew caller H. H. Hurley discovered a switch that was run through on the eastbound running track at East Side. He called the yardmaster's attention to it and the latter had it repaired. Mr. Hurley has been commended for his promptness.

On September 31 W. E. Dennis, who is employed as a machinist at East Side shops, while on his way home discovered a defective condition of equipment on a car in train leaving East Side yards. He notified the conductor, who had car taken out of train and placed on shop tracks, where repairs were made.



W. E. DENNIS

A defective rail condition at Swan Creek was discovered by conductor A. B. Pasquith on extra east at 6.50 a. m. October 26. He notified operator at Swan Creek and flagged extra east 4328, which was pulling out of Elk passing siding.

Baltimore Division

A. M. Colson, locomotive engineer, Baltimore Division, has been commended by C. B. Gorsuch, superintendent, for assisting the crew of train in disposing of a damaged car and also for discovering defective track near Watersville Junction tower.

"I want to assure you," Mr. Gorsuch wrote, "that such interest as you have displayed is most commendable and appreciated by the management of the Baltimore and Ohio Railroad Company, and I take pleasure in notifying you that commendatory entry will be made on your service record covering the occurrence."

Cumberland Division

Yard brakeman H. K. Smith has been commended for detecting defective car equipment. The car was being delivered to the Company by the C. & P. Railroad Company at Piedmont, W. Va., and after the defect was discovered was immediately returned to that company for repairs. Commendatory mention has been made on Mr. Smith's service record.

On November 17 extra east engine 7114 was flagged and stopped at Frankville on account of defective rail on eastward track. This defect was discovered by fireman W. L. Nine on extra west 7212. Fireman Nine called out the trackman and assisted in making repairs. Extra east 7114 was promptly flagged by brakeman H. Lexow. The close observation of fireman Nine and the prompt flagging of brakeman Lexow has resulted in both being commended.

Monongah Division

F. England, second trick operator, Bridgeport, W. Va., while coming to work November 14 from Oral found defective rail one and one-half miles east of Bridgeport. He flagged westbound passenger train No. 39.

J. S. Shealine, watchman at a trestle near Brydon, W. Va., has been commended for his alertness in discovering defective car equipment at East End storage siding. Wreckmaster F. S. Coon on his way west with wreck train stopped at that point, and after an examination ordered the car set off. On his return trip Mr. Coon moved the damaged car to Grafton, W. Va. Mr. Shealine has been in the service of the Baltimore and Ohio for sixteen years.

Wheeling Division

W. S. Dunn, third trick operator at Bellaire, on the morning of November 15 discovered a defect in a car in train of engines 2684-2759, which was passing his tower. Operator Dunn notified crew and car was set off at Schicks.

While going to work on speeder on October 22 operator H. O. Nichols, at Winona, discovered defective rail west of the coal tipple at Powell. He also discovered defective rail west of Nuzum watch box and flagged extra 1814, October 23. Mr. Nichols also discovered two defective rails on Nuzum's grade on September 28 and 30. For his prompt action in having same corrected at once a commendation mark has been placed on his record.

Ohio River Division

On the evening of November 11 fire was discovered out in the rig department of the Oil Well Supply Company, opposite the High Yard, Parkersburg.

Owing to the nature of the goods stored there, considerable apprehension was felt by the employes of our Company, and for the safety of all concerned they went to the rescue of the building, fire having been almost extinguished before the city's fire fighting apparatus arrived upon the scene, thus saving thousands of dollars. The loss was about $25,000, and would have been more (as stated by the Oil Well Supply people) had not our men assisted so willingly.

The *State Journal* of Parkersburg has the following, in which the Mayor expresses his thanks for work performed:

"I want to express," said Mayor Gilbert to a reporter today, "the city's appreciation of the splendid work done by foreman Richardson and the men under him at the Baltimore and Ohio yards in helping fight the fire at the Oil Well Supply Company's rig department Sunday night. They certainly rendered great assistance, and the hearty thanks of the community are due them for it."

Baltimore and Ohio men who helped fight the fire were: M. J. Reilly, G. C. Bird, J. H. Moran, J. W. Grant, W. H. Guinn, W. J. Boyne, J. H. Dawson, C. B. Taylor, J. G. Gill, T. V. Murphy, A. A. Shaw, G. Simms, W. J. Johnson, F. Wells, S. Peters, A. G. Oliver, G. Hesner, L. T. Rudh, E. S. Bird, G. A. Seldner, T. Lavelle, J. Trissler, W. Gray and Clinton McPeek.

Cleveland Division

E. N. Norris, section foreman at Stillwater, O., on October 21, discovered defective car equipment lying west of Stillwater, O., and promptly reported it to operator at Stillwater, who notified dispatcher. The latter instructed crews of second, third and fourth 81 to look their trains over, and conductor of third 81 found car with defect. Mr. Norris has been commended.

Newark Division

Prompt action on the part of Mrs. J. W. Marsh, wife of second trick operator at Black Lick, saved the lives of the occupants of an automobile on November 4 when she flagged them at a highway crossing near her home, the driver of the automobile having failed to note the approach of passenger train No. 133. Mrs. Marsh has been commended for the action taken in this case.

Pittsburgh Division

P. Petroni, section foreman, Wildwood, Pa., has been commended for detecting defective car equipment on October 25. He was instrumental in having the train stopped and the damaged car set off. The division engineer in a letter to Mr. Petroni said: "Any alertness and prompt action displayed in cases of this kind by an employe is always greatly appreciated by the Company."

New Castle Division

On Tuesday, November 13, track foreman U. G. Alberts, West Farmington, discovered a defective piece of car equipment west of Bundys-

Thanks! Mr. Donley

On November 7 H. A. Donley, of St. Joe, Indiana, discovered a defective rail in our westbound main track two miles east of St. Joe. He notified section men, who made immediate repairs. Mr. Donley is not an employe of the Company. Superintendent Jackson has written him a letter of appreciation.

burg, O. He at once notified the dispatcher to have all trains examined to locate the defective car and have it set out.

E. D. Billings, former extra gang foreman on the Lake Branch, while out gathering chestnuts, discovered a defective rail on Section 41. He immediately had a neighbor flag all trains while he went to the telegraph office and notified the track foreman and dispatcher of the trouble.

Chicago Division

On October 9 while standing on platform at Deshler, O., conductor F. C. Murphy, of Chicago Junction, O., observed a defective condition of equipment on a car which was being handled by a westbound freight train. Mr. Murphy took necessary action to stop the train and car was set out at Deshler. Mr. Murphy was off duty at this time, and for his close observance he has been commended.

On November 8 flagman T. M. McGraw, working on train first No. 94, met train No. 97 just east of Tiffin, O., and while watching the train pass he discovered defective car equipment. Crew of train No. 97 was notified and car set out. Mr. McGraw has been written a letter of appreciation by superintendent Jackson.

Operator F. B. Magill has been commended by the superintendent for discovering defective equipment on car in train of extra 4200, on the morning of November 18, and taking necessary action to have adjustment made.

On the morning of November 17 operator F. M. Thornton discovered a defective rail in eastbound crossing at St. Joe and took prompt action to protect movement of trains until crossing could be repaired. Mr. Thornton is one of the many wide-awake employes on the Chicago Division, and suitable entry has been placed on his record.

On October 13 engineer A. W. Stillman, in charge of passenger train No. 9, discovered switch at eastbound siding at Defiance, O., standing open. He stopped his train before reaching this switch, and for his close observance has been commended.

Indiana Division

Upon his arrival at North Vernon recently baggageman H. Wright learned that the yardmaster there was experiencing difficulty in having a troop train moved because of the lack of help. He immediately secured a lantern and assisted the yardmaster to move engine 68 so that the sleepers could be handled. Mr. Wright is to be commended for his loyalty.

On November 20 fireman Roy Lee, on extra 2590 west, was taken sick at North Vernon, and brakeman C. A. Dolan volunteered to take care of the engine and fired same from North Vernon to Louisville, thereby avoiding delay to traffic in securing another fireman from Seymour. He has been commended.

Toledo Division

Passenger engineer John Ryan has received a letter from the superintendent complimenting him on the manner in which he handled train No. 55, October 27.

The superintendent has written a letter to passenger engineer George Wortendyke, complimenting him on the manner in which he handled train No. 56, October 29.

For the pride taken in his work and for the clean and neat condition in which he keeps the windows, cabs, boiler heads and steam and air gauges on engines, fireman William Darr has received a letter from the superintendent complimenting him.

Operator C. E. Nichols, Cridersville, has been commended for his close observance in detecting a dangerous condition on train No. 2-90, October 7, and for removing defect.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

"Mr. Miller, as you are about to leave the service of the Baltimore and Ohio Railroad to join the military forces of the United States Government, your fellow clerks have requested me to present to you this watch as a token of their esteem. Our hearts are sad at this parting with one who has served us so long and so faithfully; nevertheless, we are filled with great pride that you should have taken this step which leads you into the service of our beloved country. Our affections go with you, and we devotedly trust that you will return in triumph, and crowned with honors. Accept this token with our best wishes."

The above brief, stirring presentation speech was made by Louis M. Grice, chief clerk, when he presented on behalf of the clerks a handsome wrist-watch to G. Fred. Miller, secretary to the auditor, who enlisted in the 446th Detachment Engineers, now stationed at Camp Devens, Ayre, Mass. Mr. Miller, long a favorite in the office, replied in a sincere, appreciative tone. "This is quite a surprise to me," he said, "and I am not prepared to make a speech, but I know your hearts are as open as the face of this watch, and I certainly appreciate your action toward me. I will do all in my power to uphold the dignity of the A. P. R. office."

"Speak and it shall be heard," is the slogan adopted by the clerks when it comes to needs for our soldiers and sailors. This was proven in the Y. M. C. A. campaign when a great rally was held and the result was a subscription of $114.00 to this noble cause.

The boys who have gone from the office to the various branches of military service will be remembered at Christmas, as a fund was realized for the purpose of forwarding "smokes" and "goodies" to those who have sacrificed the pleasure of former holidays.

Miss Florence M. Heiderich has been appointed head clerk of the Comptometer Bureau.

Harry S. Phelps, of this office, has been appointed a notary public by Governor Harrington. Mr. Phelps has served as clerk to the City Council of Laurel, Md., during Mayor George W. Waters' three consecutive terms, of two years each, and has made good.

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPERT

To the editorial staff, fellow correspondents and all readers of the MAGAZINE, best wishes for a Merry Christmas and a Bright and Happy New Year.

This office contributed $98.55 toward the success of the Y. M. C. A. fund, thereby upholding the established tradition in matters of this kind.

Word has been received from W. J. Hartwig, who is now stationed at Camp Gordon, Ga., Quartermaster's Department, Baking Company No. 330, that he has been promoted to position of Lieutenant. Good boy "Will," keep a-going.

General Superintendent Motive Power

On September 1 J. L. McCann, assistant general piecework inspector, attached to this office, was promoted to position as superinten

dent of the Zanesville Reclamation Plant. Mr. McCann has our best wishes for his future success.

G. F. Patten succeeded Mr. McCann as assistant general piecework inspector, and on the strength of the promotion, he took unto himself a wife. The bride was Miss Zelda Tharle, of West Arlington. We are all wishing "Fred" double success in his new undertakings.

Relief Department

Correspondent, WILLIAM H. BALL
Secretary to Superintendent

When the world was in its swaddling clothes, and men whose hair is now tinged with grey were unsophisticated boys; when whiskers were cultivated by youths just turning nineteen; when the ownership of a safety bicycle was the hall-mark and badge of quality folks; when a fellow took his best girl to the church social or a stereopticon show for an evening's diversion: in other words, when the destinies of the Relief Department were directed from our picturesque but truly rural headquarters at Relay, Md., we celebrated the advent of Christmas each year by a rollicking, ripsnorting oyster roast. A plateau on the majestic hills overlooking the placidly flowing Patapsco River afforded the place; old cross-ties and other discarded railtoad timber furnished an abundance of firewood; rhe boys chipped in for the succulent oysters and trimmin's, and a ravenous appetite supplied the best sauce for such a feast. Ask the men who participated in these festivities, many of whom still steer the old ship to a safe port in these modern days, and they will tell you how we made merry at these times.

Old "Pap" Ruddach (now a pensioner himself, after handling the Pension Feature work for generations), with his luminous bald pate and beaming countenance, ate as many steaming oysters as little "Bobbie" Graham, the agile office boy, and even "Grand Old Man" Griest, the king of dyspeptics, wrapped himself around three dozen or more, utterly regardless of consequences. They were, indeed, happy days for the guileless rustics, as we were esteemed by our benighted brethren in the Baltimore and Ohio Building. George Mittendorff was a champion whistler in those days, and a full stomach stimulated his most artistic efforts; a glee club of peerless ability, supported by the juvenile baritone of "Willie" Steinmeier and tenors galore, sang lustily in and out of season, and we had a real, old-fashioned Yuletide celebration. We didn't even overlook "Boots," the office cat, who licked the butter plates to save dish-washing, although he was a "consarned" nuisance at all other times: when this feline pursued a mouse, such small articles as inkwells meant nothing to him, for he "saw his duty and done it noble" in the most direct way.

There was one Christmas eve when the snow fell, and covered all the ugly spots with a "shimmering mantle of white," as the poets say. This always fortokened a spirited battle with snow-balls, and woe betide the luckless wight who wore the stiff derby affected by men of that period, particularly if he wasn't an artful dodger. Well, just as a well-directed snow-ball sped on its journey toward the highly prized derby of our best-dresser—Albert Bowersock, affectionately called Prince Albert —while he was in the act of boarding the inbound train, he saw the impending catastrophe, and when he ducked the missile plastered the ear of our old friend "Bill" Loewer. The resulting commotion delayed the train's departure so much that "Tom" Fitzgerald, the general manager, personally notified us that no hoodlums could hold up his trains, even if it was Christmas time for the Relief Department clerks at Relay.

Can't we get together and have a revival of the old-time family spirit among the men and women employed in our Department? It used to help the work along so much when we were all close personal friends, as well as fellow-workmen. It seems to me that nowadays we are all too cold and stand-offish; too prone to simply meet during work periods, handle things in a purely formal way, with no special personal interest in each other, and then rush off for home and the movies at the end of the day, without learning anything about the potentialities of our desk-mates as real friends.

Have you ever stopped to consider how much of your life is spent with the people who work beside you every day? As a matter of fact, your mother, wife or sweetheart have your companionship for less of your waking hours; therefore, why not cultivate the opportunities for making life-long friends out of those who are perhaps eager to break through the veneer of business formality which kills true co-operation.

As one of the old-timers, I can testify that such progress as I have made is principally due to the assistance cheerfully given me as the result of close personal friendship with my fellow-clerks in the department; mutual respect helps in this way: if you and I know each other intimately, we get together on business propositions and accomplish things more expeditiously and satisfactorily than is possible when we work alone to promote our selfish ends. This is what is termed *esprit de corps*, the spirit pervading the force which is manifested by team work—a most valuable asset to any enterprise.

Let's try to be closer friends, and while extracting real pleasure out of our relations with each other, we will lighten our daily tasks and promote the business of our Relief Department. More anon.

Timber Preservation Department Mount Royal Station

Correspondent, S. I. O'NEILL

Everybody is talking patriotism, patriotism, but the old saying goes "money talks." Well it just applies very well in this instance. To show how patriotic the Timber Preservation Department is, on the last call for Liberty

Bonds we purchased $4,000 worth. Of this amount $1,350 was subscribed by the men at the Treating Plant at Green Spring, and the balance was taken by the office and inspection forces. I think that the men at the plant certainly deserve special credit for the manner in which they came forward to subscribe to the call, owing to the fact that we have almost every nationality working there.

E. M. Stottlemeyer, former tie inspector, has been promoted to the position of general foreman to succeed E. E. Alexander, who has been made supervisor of plants.

R. M. Wedge has been appointed special apprentice.

C. L. Kittle succeeds C. Hibbard as treating engineer, Mr. Hibbard accepting a position "Q" at Galesburg.

The boys at the plant have formed a fire prevention association and have adopted the name of Potomac Hose Company, holding meetings e very second and fourth Tuesday in the coaches for the betterment of the service and for the prevention of fires.

H. W. Gross, yard foreman, spent his vacation with his wife and son at Luray, Va.

S. I. O'Neill, stores clerk, was promoted to position of tie distribution clerk, succeeding A. G. Smith, who was called on the first draft.

James Meese, secretary to supervisor of tie and lumber inspections, was promoted to the position of stores clerk.

Miss Cecelia Stern was promoted to succeed Mr. Meese as secretary.

New York Terminal

Correspondent, FRED B. KOHLER, *Clerk*
Pier 22

Divisional Safety Committee

W. B. BIGGS.....Chairman, Assistant Terminal Agent
A. L. MICHELSON.....Terminal Cashier
J. J. BAYER.....Freight Agent, Pier 22, N. R.
J. T. GORMAN.....Freight Agent, Pier 21, E. R.
T. KAVANAUGH.....Freight Agent, 26th Street
T. F. GORMAN.....Freight Agent, Pier 7, N. R.
M. F. STEINBERGER....Freight Agent, St. George Lighterage
C. E. FLOOM.....Freight Agent, St. George Transfer
E. J. KEHOE.....Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

PERMANENT

E. A. ENGLISH.....Marine Supervisor, Chairman
E. J. KELLY.....Assistant Marine Supervisor, Vice-Chairman
E. SAILSBURY.....Lighterage Supervisor

ROTATING MEMBERS (appointed for three months)

C. H. KEARNEY.....Tugboat Captain
W. CONNELL.....Tugboat Engineer
W. MEADE.....Tugboat Fireman
M. Y. GROFF.....Lighterage Runner
E. SODEBERG.....Barge Captain
OTTO OLSEN.....Gas Hoist Captain
H. PETERSON.....Steam Hoist Captain
J. HALL.....Steam Hoist Engineer
WALTER KELLY.....Deckhand

J. J. Bayer, agent, Pier 22, North River, at the Freight Claim Prevention meeting in November, presented the following paper:

"A review of loss and damage for the past year shows that 35,000 shipments were sent to New York Piers on free astray waybills. A number of these were due on waybills billed to various roads entering New York. It was an exceptionally difficult task to make proper deliveries of this amount of business, as experienced men were needed to help the matching of this freight, which came in part lots and were part shortages of bills delivered by the Baltimore and Ohio and neighboring lines.



Help this sick soldier

He is one of thousands who have broken down with Tuberculosis in our Army or have been refused admission to the Army because of Tuberculosis.

War always increases Tuberculosis

Red Cross Christmas Seals are sold in your community to protect you and your family from Tuberculosis and to provide proper care for your soldier boys who break down with this disease.

You must buy three times as many this year.

Put Red Cross Seals on all your holiday mail and packages. Buy a lot and resell some to your friends who might otherwise neglect it.



Buy RED CROSS Xmas Seals today!

"A number of shipments bore several marks, some none at all. This entailed an endless file of correspondence with a view of protecting claims for the loss of entire package. After regular notices of astray freight had been sent from the office on shipments that remained on hand a number of notices were made by delivery clerks on pier marks, contents and any available evidence taken from the package itself with car numbers and dates, also pier location shown. The important feature of preventing these losses has been brought to the attention of all clerks. A great deal of this work fell on the heads of various departments owing to the constant and increasing change in force and the lack of experience coupled with carelessness of new men who had to be taken from the force almost daily. A number of instances were brought to the attention of division officials, who have cooperated with agents to safeguard the Company's interest.

"Terminal agent E. J. Hamner has appointed J. B. Quinn of the station service force an assistant to terminal agent. Also P. Lucey, formerly lieutenant of the Police Department, to take care of old freight. A check was made of all freight on hand at various stations in New York over two days, started June 15 and ended August 15, 1917, showing a total of 804 shipments on hand. It was then decided to move all freight on hand over thirty days to the loft on Pier 21, East River. On September 1 all piers sent their old freight to Pier 21, where it was handled under the direction of J. B. Quinn and P. Lucey. A number of shipments were disposed of on the various piers by the agents and chief clerks in charge before forwarding to Pier 21. Several thousand dollars were saved on claims that various firms were in the process of filing.

"After sending to Pier 21 over a hundred deliveries were made on freight found to be over at one of the outside terminals and short at one of the Company piers. It is impossible to account for the amount of money saved on these as we have no idea of the invoice charge on the freight. On seventeen shipments, claims were filed, declined and deliveries made amounting to $1,300.

"All this work has caused a heavy additional division expense in the interest of claim prevention. Float supervisors have been appointed at each station to help supervising the stowing of inbound freight or unloading in the early morning, and the stowing of outbound cars during the loading hours.

"Although general conditions leave much to be desired, I know that everything is being done to overcome a number of our difficulties. I have visited a number of New York stations on other roads in various parts of the city; have also had visitors at our piers from other roads and various trucking associations and the piling, trimming and sectioning of freight on Baltimore and Ohio stations and I have been told we are second to none in New York. An evidence of this is the fact that several of our men who have resigned to take positions with other roads are using the Baltimore and Ohio methods."

Staten Island Rapid Transit Railway Company

Correspondent, S. A. TURVEY, *Trainmaster's Clerk*, St. George

Divisional Safety Committee

H. R. HANLIN	Chairman, Superintendent
B. F. KELLY	Vice-Chairman, Trainmaster
S. A. TURVEY	Secretary, Trainmaster's Clerk
H. W. ORDEAN	Division Engineer
W. A. DEEMS	Master Mechanic
W. L. DRYDEN	Signal Supervisor
R. F. FARLOW	Master Carpenter
DR. F. DE REVERE	Medical Examiner
A. J. CONLEY	Road Foreman of Engines
J. D. GIBB	Trainmaster
J. F. MCGOWAN	Division Operator
E. R. DECHER	Division Agent
W. J. KENNEY	Attorney
C. A. WILSON	Supervisor Crossing Watchman

ROTATING MEMBERS

W. NEIDERHAUSER	Towerman, Tower B
J. B. GEROW	Freight Conductor
GUY FETZER	Painter
W. SMITH	Locomotive Engineer
J. NAPLES	Locomotive Fireman
W. A. MARSHALL	Clerk to Agent, Tompkinsville
G. J. GOOLIC	Inspector

We are all glad to see "Fred" Nodocker back on the job at Port Ivory. "Freddie," as he is known by his friends, had a narrow flirtation with death. He had appendicitis and it burst before he was operated on, but with a little railroad courage, coupled together with a competent surgeon, he pulled through, none the worse for his experience.

William P. Hall has been transferred from Garrett, Ind., to the Staten Island Lines as track supervisor. Mr. Hall is a young man and "full of pep," as the slang saying goes, and is sure of making good.

Joseph Lynch, westbound clerk at St. George yard office, has been promoted to tonnage clerk, St. George Lighterage. Joseph Langford, assistant chief yard clerk, nights, St. George Yard, has been transferred to fill the vacancy created by Mr. Lynch's promotion.

In unison with the campaign being waged on all divisions of the Baltimore and Ohio System, the Staten Island Lines are conducting a "Safety First" campaign. Trainmaster Kelly is giving much of his time to this work and has taken it upon himself to speak to every employe he can possibly reach, regarding the principles of "Safety First" and the benefits derived therefrom. Miss K. Marvin, clerk at West Brighton freight station, has been appointed on the "Safety First" committee to instruct new railroaders.

Miss Madeline Harriott, secretary to car accountant, has been promoted to statistician in the superintendent's office, vice R. E. Guth, resigned.

Captains Titus and Kearney and assistant marine supervisor A. J. Heird have returned from a deer hunting trip in the Adirondack Mountains. They claim to have shot down

several deer, but we can not believe this statement until they arrive. Captain Titus, endowed with the fever, extended his vacation a week longer and went duck hunting out to Long Island and was very successful.

The tug boat Narragansett, which recently went into dry dock to be rebuilt, is beginning to look like "some" boat. We expect that she will be out soon, and will be as good as any tug in the harbor.

Staten Island Railroad Notes

The Hallowe'en Party at the Club House turned out to be a very successful affair. Everyone was "done up" in some sort of a "make up." There were coons, farmers, soldiers, sailors, Red Cross nurses and every other sort of characters present.

The Dramatic Society of the Club, under the tutorship of E. A. English, marine supervisor, presented a one act farce entitled "The Hoozier School." The play centered about a farm house school, and needless to say it was very funny and enjoyed by all.

After the play "Prince" Dwyer, our famous song writer, offered to the audience his newest song "Sammy Get Your Gun and Fight For Uncle Sam." The "Prince" was supported by the club's dramatic society in this song and received great applause.

Mr. Bowen, our local tenor, sang a few songs, which were received with applause equal to that which the "Prince" received.

After the singing the floor was cleared for dancing and refreshments were served during the interval between dances. The music for the occasion was furnished by Professor Harriott.

Much credit for the success of the above lies with Mr. English, who put in many a night with the dramatic society coaching them for the play and with Mr. McKinley, who prepared all the decorations, etc., and made all the arrangements.

An orchestra, known as the "Harmony Four," has been started at the club. They line up as follows: C. Beers, piano leader; C. P. Phipps and Carmen Cipoletti, mandolins, and R. E. Guth, drums. They put forth some good music and before the winter we hope to build a larger orchestra around this nucleus.

Philadelphia Division

Correspondents

J. C. Richardson, *Chief Clerk*
J. C. Anderson, *Shop Clerk*

Divisional Safety Committee

R. B. White.....Chairman, Superintendent
W. T. R. Hoddinott.....Vice-Chairman, Trainmaster
T. Bloecher.....Division Engineer
J. P. Hines.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
H. K. Hartman.....Chief Train Dispatcher
T. B. Franklin.....Terminal Agent
H. D. Schmidt.....Captain of Police
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
J. T. Miller.....Road Engineer
M. F. Goodnight.....Road Fireman
A. P. Offutt.....Road Conductor
H. A. Gallagher.....Yard Conductor
W. E. Warden.....Tender Inspector
J. J. Ward.....Car Inspector
W. M. Devlin.....Secretary

W. T. R. Hoddinott, trainmaster, who was on the sick list for some weeks, is about again. His many friends are pleased to learn of his recovery.

George Barks has been appointed acting terminal trainmaster, Philadelphia, in place of W. H. Linn, transferred. Mr. Linn goes to Cumberland as terminal trainmaster. While he was with us only two months, he made many friends.

R. H. Thrasher has been appointed night general yardmaster, Philadelphia, vice Clarke Lonkhart, transferred.

S. M. Hoy has been appointed acting day yardmaster at Philadelphia, in place of George Barks, promoted.

Wallace Search, stenographer to the division engineer, has enlisted in the U. S. Navy.

A number of changes have been made in the past several months in the superintendent's office. Three men have entered the Army or Navy, one more is subject to draft, and several others have left to enter service with ship building corporations. There are now employed in the offices, Twenty-fourth and Chestnut Streets, twenty-two female clerks, stenographers and operators.

Charles Reilly, pass clerk in the superintendent's office, resigned to enter the government service at Grays Ferry Arsenal, and Miss Helen Sentman has taken his place.

R. G. Dennis, yard engineer, who has been on the sick list for upwards of a year, has been granted a pension after twenty-five years' service.

A celebration in honor of Mr. and Mrs. D. J. Weaver, as a token of the high esteem in which they are held by members of the Maintenance of Way Department, was held November 11 at the home of the couple at Poplar, Md. They were presented with a cut glass water set and a set of silver knives, forks and spoons. Supervisor J. R. Malone made the presentation speech. He characterized Mr. Weaver, who was a section foreman on the Philadelphia Division for thirty-two years, as a highly efficient and faithful worker and told of the excellent condition in which he kept his section. He told his auditors, too, that Mr. Weaver had won several prizes for having the best section on the Philadelphia Division and that he never had occasion to reprimand him. The couple was deeply moved by Mr. Malone's address.

Mr. Weaver is sixty-five years, but is still active and, although pensioned, takes a keen interest in everything pertaining to the System. Mrs. Weaver is a lovable little woman, who is proud of the well-cooked meals she serves to

members of the division when any of them happen to visit the Poplar home. The visit was a surprise to both Mr. and Mrs. Weaver and, doubtless, they will remember it as long as they live.

Those present were: T. Bloecher, Jr., division engineer; T. H. Gordon, assistant division engineer; J. R. Malone, supervisor; F. Rogers, W. H. Dennison, C. Craig, W. R. Cook, F. S. McClintock, F. L. Harward, Henry Mohr, N. P. Corbin, J. Wasnevick, J. C. Dougherty, J. Kelly, A. J. Budnick, E. Corbin, J. E. Atkinson. The last named fourteen men are foremen of Sub-Division No. 30.

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office, Camden Station*

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
J. P. Kavanagh....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Washington
C. H. Winslow.....Secretary, Brunswick

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Camden Station
Dr. J. A. Robb.....Medical Examiner, Washington
Dr. J. F. Ward.....Medical Examiner, Winchester, Va.

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick, Md.
C. A. Mewshaw.....Trainmaster, Camden Station
E. E. Hurlock.....Division Operator, Camden Station
E. C. Shipley.....Road Foreman of Engines, Riverside
J. J. McCabe..Trainmaster and Road Foreman, Harrisonburg
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington
W. E. Shannon.....Agent, Brunswick, Md.
W. E. Neilson.....Agent, Camden Station
C. C. Bastain.....Freight Conductor, Riverside
W. F. Moody.....Freight Engineer, Riverside
J. B. McGovern.....Freight Fireman, Riverside
H. B. Bohanon.....Yard Conductor, Mount Clare
R. B. Banks.....Divisional Claim Agent, Baltimore, Md.
J. M. Powell.....Captain of Police, Camden Station

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden Station
S. C. Tanner.....Master Carpenter, Camden Station
C. A. Thompson.....Signal Supervisor, Camden Station
J. Flanagan.....General Foreman, Locust Point
L. C. Bowers.....Supervisor, Camden Station
E. D. Calvert.....Supervisor, Winchester, Va.
W. E. Poole.....Section Foreman, Gaithers, Md.
J. M. Gross.....Carpenter Foreman, Staunton, Va.
E. C. Hobbs.....Signal Reapirman, Gaithers, Md.

Motive Power Department

T. F. Perkinson.....Master Mechanic, Riverside
C. B. Williamson.....General Car Foreman, Riverside
T. O'Leary.....Car Foreman, Washington
H. S. Ely.....Clerk to Car Foreman, Camden Station
G. N. Hammond.....Material Distributor, Locust Point
J. J. Good.....General Foreman, Brunswick, Md.
G. B. Dinges.....Clerk to Car Foreman, Brunswick, Md.
C. F. Serp.....Machinist Apprentice, Riverside, Md.

Baileys

In the picture at top of page are, standing, left to right: L. E. Noone, A. Adams, R. T. Stevens, Louis Taney; kneeling, John Imhoff and Louis Becker. All are employes of Baileys Electrical Storehouse.



EMPLOYES AT BAILEYS

Washington Terminal

Correspondent, G. H. Winslow, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. Winslow.....Chairman, Secretary, Y. M. C. A.
Dr. James B. Grier..Medical Examiner, Sanitary Inspector

Motive Power Department

G. W. Kiehm.....Air Brake Supervisor
W. M. Grant.....Boiler Foreman
H. A. Bright.....Gang Leader
C. J. Ayers.....Gang Leader
A. F. Kreglow.....Storekeeper
T. E. Croson.....Yard Engine Dispatcher
N. Tippet.....Foreman, Car Shop
H. A. Barefield.....Assistant Foreman
A. A. Pace.....Foreman, Station
J. J. Desmond.....Gang Leader
G. Valentine.....Yard Engine Dispatcher
B. Howard.....Assistant Foreman
R. Heindrich.....Foreman, Station

Transportation Department

P. H. Deleplaine.....Train Director
L. T. Keane.....Conductor
E. M. Farmer.....Conductor

Maintenance of Way Department

W. M. Cardwell.....Master Carpenter
F. W. Hodges.....Foreman, Carpenter Shop
H. L. Bell.....Foreman, Carpenter Shop
A. M. Brady.....Track Foreman
J. T. Umbaugh.....Track Foreman
P. C. Richmond.....Signal Maintainer

P. T. Wells, brakeman, of Company W and J. I. Lee, clerk, of Company Y, are tied for high score in the rifle range, both making 184 points out of a possible 200 and have qualified as experts, shooting in the five positions required by the Home Defense League Rifles. H. E. Dove is only four points behind, having made 180, and has also qualified as an expert rifleman. There has been a great improvement in the shooting, and the ones holding high score will have to look well to their laurels or lose the position of high men.

Mrs. Evelyn Gurley-Kane gave a dramatic recital of "Ben Hur" at the Ladies' Night entertainment, December 7. Her work was highly artistic, as manifested by her recital of "If I Were King" before the association last winter. She impersonated all the characters of the plays she recited. In the play of Lew Wallace's masterpiece there are many exciting passages, but especially thrilling was her portrayal of the chariot race.

Albert L. Pierce, former secretary of the Railroad Y. M. C. A. at Cane Fork, W. Va., has accepted the position of assistant secretary of this association to fill the vacancy caused by the resignation of W. F. Underwood. Mr. Pierce comes from an active association at one of the important terminals in the coal districts of West Virginia. He has a most creditable record at Cane Fork, and we believe will prove a valuable acquisition to this department. T. J. Bridges, night assistant, will take the place made vacant by the enlistment of J. T. Rose in the aviation division of the signal corps. George G. Pennell, correction clerk in the Camden Station freight office, has accepted the position of night assistant. We are sure the members will welcome the new men and do all they can to help in "carrying on" the work of this association.

The railroad men are greatly pleased to have the "Billy Sunday" tabernacle located on the Plaza, near the station. Mr. Sunday is a favorite among the men and many of them will take an active part in the meetings held here. The large delegations of railroad men attending the meetings at Philadelphia and Baltimore were inspiring sights.

The orchestra under the direction of Charles W. Guest is meeting regularly on Wednesday evenings and giving splendid musical programs. Others who desire to assist in the promotion of the social spirit of the association by becoming members of the orchestra and providing entertainment for the men will be cordially received. Mr. Guest is anxious to have the musical department of the association enlarged by the addition of a chorus, with the idea of arranging for an evening of light opera later in the season. If you can sing (not necessarily a professional singer) send your name to Mr. Guest in care of this association.

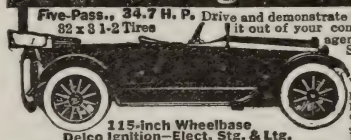
"Over the Top" is an interesting war story by Arthur Guy Empey. Mr. Empey has passed through all the experiences of a soldier in this war and tells vividly of these experiences in his book, which has been added recently to our library.

At the annual meeting of the railroad men some time ago the Rev. George Stuart, a favorite preacher among the boys of the South, was asked to make the opening prayer. We give below the prayer in full just as it fell from his lips.

"O Lord, we meet as a body of railroad men, with our wives and daughters, to consult for our interest. We are reminded that life itself is a train and the road to Heaven a railroad; God's truth the train; God's love the fire, and his promise the signal light. O Lord, we recognize Thee as the General Manager of our road, the Superintendent of our train, and our Chief Dispatcher. Thou didst survey the right-of-way and Thy Son purchased it with His blood. Thou didst lay the track and ballast the road; Thou hast furnished the rolling stock, and art the owner and controller of it all. We look to Thee for all our orders and Thou must sign the checks for our daily bread. Be merciful in handling our human mistakes and blunders, and do not discharge Thy unworthy servants.

"We are grateful for the Bible, Thy book of rules and instructions; be merciful in our examination, and look with charity upon our failures. Thy promises and warnings are our headlights and hand lanterns; help us to so use them to save our train from wreck. Deliver us from broken rails, blind switches, false signals and mistaken orders. Be with us on every high bridge of responsibility, on every sharp curve

Driver Agents Wanted



Five-Pass., 34.7 H. P. Drive and demonstrate the Bush Car. Pay for 32 x 3 1-2 Tires it out of your commissions on sales, my agents are making money. Shipments are prompt. Bush Cars guaranteed or money back. Write at once for my 48-page catalog and all particulars. 1918 models now ready. Address J. H. Bush, Pres. Dept. 12 NY

115-inch Wheelbase
Delco Ignition—Elect. Stg. & Ltg.

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"You Get the Job"

"Superintendent Harrison tells me that you've been studying Traffic Management in spare time with the International Correspondence Schools—in fact, he showed me some of your work. Well, if there's one thing we need around here it's a Traffic Department; we've lost enough money through our ignorance of freight classifications, rates, and the routing of shipments.

"I'm mighty glad when I find one of our men taking enough interest in the Company's business to study ahead of his job. You can move into the private office as Traffic Manager—we'll give you $50 a month increase in salary to start with and you can make your own future."

Promotions, honors, big pay, go to men who have trained themselves to earn them. The coupon below is *your* chance. It has helped hundreds of thousands of others to success; it can help *you*. Mail it today and find out.

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Explain fully about your Course in the subject marked X:

☐ TRAFFIC MANAGEMENT	☐ ADVERTISING	☐ SELLING
☐ Business Law	☐ Bookkeeping	☐ Stenography
☐ Architecture	☐ Civil Service	☐ CHEMISTRY
☐ Architectural Drafting	☐ Ry. Mail Service	☐ Illustrating
☐ Electrical Engineering	☐ Steam Engineering	☐ Farming
☐ Mechanical Engineering	☐ Civil Engineering	☐ Poultry
☐ Mechanical Drafting	☐ AUTOMOBILES	☐ Languages

Name_____

Address_____

of emergency, and every weak trestle of danger. In every dark tunnel of trouble let the light of Thy promise shine bright. Grant us passes for our wives and children and let them go with us. When the storms of temptation and trial come, save us from the fatal slide and washout that have wrecked so many trains on the road of life. Let our way—kept secure by Thy guardian care—always show the steel rail and rock ballast and be solid and firm and free from obstruction. Deliver us from the snares of our enemy. May the headlight of Thy truth shine bright on a thrown switch, false signal, or fatal obstruction placed for the wreckage of our train. May our emergency brake, our strong will, save us.

"As we make our last run, headed homeward, if it be Thy will, order our train on time. Let every semaphore block along the line show the white signal. Let the light of Thy promises burn bright through the last dark tunnel of death; and as we run through it into the Grand Central Station of the skies, may we have the approving smile of the General Manager and Superintendent; sign with joy the pay-roll, receive our wages, and have an eternal lay-off with God and the angels and our loved ones at home, and we praise Thee forever. Amen."

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

Merry Christmas and a Happy New Year!

It may not be such a Merry Christmas as usual, but there is no reason why it should not be just as happy as existing circumstances will allow; and it will be all the happier for us if we can do something to lighten the hearts of those who have sent their loved ones to the front to fight for us and our homes. We can also help to make the boys in khaki feel, perhaps, a little of the Christmas cheer, and cause them to look forward to a joyous return home, when "Peace on Earth" shall once more reign and all strife and warfare will be forgotten.

Since our last issue death has visited our circle and has taken from us one of the oldest employes of the Company at this station—Charles M. Abbott. "Charlie" Abbott, as he was familiarly known to everyone around here, began service when a boy as a student operator at Annapolis Junction, and served in various capacities until 1891, when he became connected with this freight station, working on the platform, doing odd jobs, and being "general utility man" until the time of his death, which occurred on October 31, at the age of sixty-one years.

"Charlie" was one of those honest, steady fellows, who could always be relied upon to be on deck when wanted, and who faithfully attended to all work he was called upon to perform.

It is a pleasure to report that our soldier boy, W. L. Santman, who left our office one day and appeared in Uncle Sam's uniform the next day, has been promoted to corporal. We look forward to Lee's return in triumph as an officer of high rank.



PART OF WASHINGTON, D. C., FREIGHT STATION FORCE

We are glad to welcome back our cashier, W. Y. Stillwell, who has been absent for several months on account of a nervous breakdown. Mr. Stillwell returned recently from a trip to the Pacific Coast, which restored his old time vigor and made him able to resume his duties on December 1.

The following clipping from a Washington newspaper will be of interest to the Baltimore and Ohio Police Department.

"Joe" Busch has figured in other acts of bravery, but as this is the latest, it is with pleasure that we record it.

Burning Leaves Set Child Afire

J. BUSCH, BALTIMORE AND OHIO WATCHMAN, SAVES MARY PELUZZI. INJURED HIMSELF

Forgetting his own safety at the sight of a child enveloped in flames, Joseph Busch, a watchman at the Baltimore and Ohio freight office, probably saved the life of three year-old Mary Peluzzi when her clothing caught fire in front of her home, 210½ Quincy Place, yesterday.

Despite the prompt action of Busch, the child was severely burned, and is being treated at home by Dr. Charles J. Mooney, of 13 M Street, Northwest.

Mary and several playmates were watching a pile of leaves burn in the gutter when the girl's dress caught fire. In beating out the flames Busch was burned on both hands.

Mount Clare Shops

Correspondent, V. F. RILEY, *Secretary to Superintendent*

Divisional Safety Committee

L. FINEGAN.....Chairman, Superintendent of Shops
E. P. POOLE.....Vice-Chairman, Asst. Supt. of Shops
V. F. RILEY.....Secretary, Secretary to Supt. of Shops
J. HOWE.....General Foreman
H. A. BEAUMONT.....General Car Foreman
G. H. KAPINOS.....Supervisor of Shop Machinery and Tools
DR. F. H. DIGGES.....Assistant Medical Examiner
P. F. WAGNER.....Shop Hand, Erecting Shop
H. T. STICKELL.....Boilermaker, Boiler Shop

G. F. Klein.....Piece Work Inspector, No. 1 Machine Shop
E. B. Bunting.....Machinist, No. 2 Machine Shop
W. H. Robinson.....Pipe Fitter, Pipe and Tin Shop
G. M. Kiser.....Moulder, Foundries and Re-Rolling Mill
J. T. Giles.....Blacksmith, Blacksmith Shop
G. Schmale.....Machine Operator, Bolt and Forge Shop
W. P. May.....Machinist, Air Brake Shop
C. Kessler.....Patternmaker, Pattern Shop
A. G. Mercer.....Machinist, No. 3 Machine Shop and Steel Car Plant
T. U. Dover....Shop Hand, Tender and Tender Paint Shop
H. Alker.....Shop Hand, Axle Shop and Power Plant
J. E. Leary.....Gang Foreman, Freight Car Track
J. Jankiewicz.....Car Builder, Passenger Car Erecting Shop
W. F. Zoellers...Upholsterer, Passenger Car Paint, Finishing and Upholstering Shops
J. J. Pitsinger.....Mill Machine Hand, Saw Mill and Cabinet Shops
W. Banahan.....Foreman, Stores Department

Edward E. Johnson, chief clerk in the drawing office of the Motive Power Department at Mount Clare, died on November 6 after a short illness. Mr. Johnson entered the service of the Baltimore and Ohio Railroad in 1890 at the age of sixteen, as a messenger. By close application to his work he advanced to the position he held at the time of his death. He was a member of the Baltimore and Ohio Veterans' Association, the Glee Club and the Mount Clare Band, as well as the Mount Clare Welfare, Athletic and Pleasure Association. He was always foremost in promoting the welfare of his fellow employes.

Mr. Johnson is survived by his widow and two sons, who have our deepest sympathy.

R. T. E. Bowler has been appointed supervisor of small hand tools at Mount Clare. Mr. Bowler is one of our bright young men, having served his apprenticeship at Mount Clare.

The regular meeting of the Mount Clare Welfare, Athletic and Pleasure Association was held on the night of November 16. George W. Smith presided. There was a large attendance, including L. Finegan, superintendent of shops; E. P. Poole, assistant superintendent of shops; H. A. Beaumont, general foreman in the Car Department; J. Howe, general foreman of the Locomotive Department, and H. T. Beck, accountant. We also had the pleasure of entertaining two visitors from the Baltimore and Ohio Building, namely, J. T. Carroll, assistant general superintendent of motive power and George Sturmer.

A number of interesting points were discussed, and the officers of the ensuing year were nominated. They will be elected at the next regular meeting, to be held in December. After transacting business, the following program was presented:—selections by the orchestra, led by Professor Freeman; vocal selection, C. A. Beaumont; duet (piano and violin), H. Becker and H. Literd; vocal selection, Mr. Hittle; selections by quartette, Messrs. Wortman, Krieb, Kaufman and McLaughlin; selections by Mt. Clare String Band, Messrs. Howard and Fluery; selection on piano, C. J. Kohler. At the close of the meeting the audience sang the "Star-Spangled Banner."



WILFRED C. GOSNELL, Jr.

Stores Department

The accompanying picture is of W. C. Gosnell, Jr., an apprentice in the Stores Department. During the fire at Mt. Clare he ably assisted the railroad firemen in extinguishing the blaze. The firemen found him on the nozzle end of the hose and young "Bill" was having the time of his life trying to hold it still.

The Stores Department raised $35.00 for the benefit of the Y. M. C. A. and the liberal way in which the money was forthcoming shows that the employes want to make every effort to tell the Kaiser, "Look out Bill, it is a long lane that has no turn, but when it does turn it will be very short."

The boys and girls in the storekeeper's office put a good blow above the Kaiser's belt at the last issue of the Liberty Bonds, as we are proud to announce that we raised the sum of $2,700 and we will raise as much more if the opportunity presents itself in the future. It gives us great pleasure to know that we are helping in a small way to put the finishing touches on German kultur's funeral ceremony, which we feel sure will take place in the near future "over there."

The Stores Department to date has contributed in enlisted men to the army and navy nineteen, and you can bet your bottom dollar that they will give a good account of themselves when the time comes. Wilhelm will know that they are there.

The stork paid a visit to the home of W. E. Wall, assistant receiving clerk in this department, and presented a son. Our friend Wall is all smiles.

Our friend "Len" City, who was formerly employed in this office, was just as fortunate as Mr. Wall, as he has a son who is a chip off the old block and although he is only a month old, "Len" says he is ready for the railroad.



McILVAIN ROSS

Our stock clerk, Mr. Gumpman, has been transferred to the Valuation Department, and he has the good wishes of all the clerks of this office.

Good luck and success to you "Phil."

The accompanying picture is of our former assistant receiving clerk, McIlvain Ross, who is now stationed at Fort Benjamin Harrison, Ind., in the Seventeenth Field Hospital Corps. "Mac" is from the Eastern Sho' and he used to tell us of his ability to hit the rabbit every time on the run, and taking that into consideration we are sure he will be able to account for at least half a dozen Huns.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
THOMAS R. REES, *Secretary to Superintendent*
W. C. MONTIGNANI, *Secretary, Y. M. C. A.*
LAURA E. LINGAMFELTER, *Stenographer, Maintenance of Way Department*

Division Artist

MABEL R. CRAWFORD, *Tonnage Clerk, Division Accountant's Office*

Divisional Safety Committee

G. D. BROOKE.....Chairman, Superintendent
H. W. GRENOBLE..Vice-Chairman, Assistant Superintendent
T. R. REES.....Secretary
E. P. WELSHONCE.....Trainmaster, West End
E. C. GROVES.....Trainmaster, East End
L. J. WILMOTH.....Road Foreman, East End
M. A. CARNEY.....Road Foreman, West End
F. F. HANLEY.....Division Engineer
F. P. PFAHLER.....Master Mechanic
E. C. DRAWBAUGH.....Division Operator
DR. J. A. DORNER.....Medical Examiner
DR. J. H. HODGES.....Assistant Medical Examiner
G. R. BRAMBLE.....Freight Agent
W. D. STROUSE.....Joint Agent
L. O. MILLER.....Car Foreman, East End
R. A. TULL.....Car Foreman, West End
F. L. LEYH.....Storekeeper
E. A. WORKMAN.....Storekeeper
ROBERT CHILDERS.....Division Claim Agent
T. Z. TERRELL.....Freight and Ticket Agent
I. S. SPONSELLER.....General Supervisor
H. D. SCHMIDT.....Captain of Police
F. A. TATLOR.....Master Carpenter
W. L. STEVENS.....Shop Clerk
W. C. MONTIGNANI..Secretary, Balto. and Ohio Y. M. C. A.
M. E. MULLIN...Assistant Master Mechanic, Keyser, W. Va.

ROTATING MEMBERS

J. C. HAUSER.....Conductor
F. HADDIX.....Engineer
H. H. GRIMM.....Fireman
J. D. DEFIBAUGH.....Machinist
C. W. ROBINSON.....Car Inspector
F. B. RATHKE.....Yard Brakeman

Baltimore and Ohio Athletic Association of Cumberland, Md.

PRESIDENT

GRIFFIN A. McGINN.....Chief Clerk to Superintendent

VICE-PRESIDENTS

F. F. HANLEY.....Division Engineer
F. P. PEAHLER.....Master Mechanic
E. C. DRAWBAUGH.....Division Operator
H. D. STREET.....Division Freight Agent
A. J. KELLY.....General Yardmaster

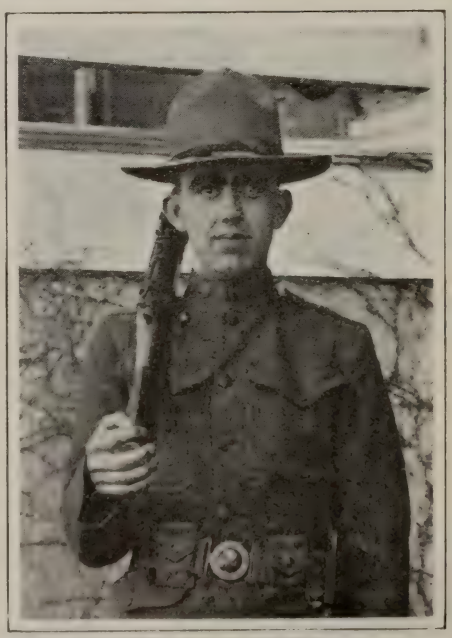
TREASURER

G. R. BRAMBLE.....Freight Agent

SECRETARY

T. R. REES.....Secretary to Superintendent

One of the finest singing organizations in Cumberland, if not the best, is the Baltimore and Ohio Glee Club, composed entirely of shop men. This organization was formed about three months ago, under the leadership of C. L. Colley. They have enrolled about thirty members. The quartette, composed of C. L. Colley, C. R. Fisher, E. F. Warner and E. R. Murray, is making a decided hit everywhere. They appeared at Camp Meade for the soldier boys, and are now in great demand. At a concert given at Camp Meade a week after they had appeared, a number of the soldier boys called out f om the audience: "We want the Machinists' Quartette."



NELSON WAGONER



TOLBERT W. WAGONER

There is nothing that will so engender harmony and good fellowship among a large body of men and among fellow workmen than will a glee club, such as we now have in the Baltimore and Ohio shops.

Keyser

The accompanying pictures are those of Tolbert W. Wagoner, former clerk in the division accountant's office at Cumberland, Md., and Nelson Wagoner, formerly employed as pipe fitter in the Keyser roundhouse, sons of Mr. and Mrs. T. H. Wagoner, of Keyser, W. Va. Both boys are now serving their country in France, Tolbert enlisting in the Marines and Nelson enlisted in the Coast Artillery. Both were among the first to land in France and all reports indicate that they are being well cared for and doing their bit for their country's sake.

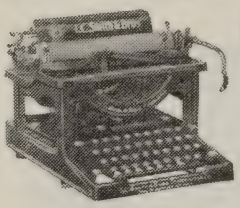
Russell Spotts, machine shop foreman at Lorain, is another valiant son of Columbia who wants to follow "Old Glory" to the battle front, and has left Keyser to go to the barracks at Columbus. Hope you come back singing " 'Licked' on the Rhine," Russell.

Another prospective soldier for Uncle Sam arrived, according to Harry B. Kight, ticket clerk, when the stork visited Hoffman Hospital on November 20 and left a fine boy for him. Harry says he feels like "licking" two Kaisers now.

T. J. Roycroft, master mechanic at Keyser, has been furloughed to enable him to take treatment at a hospital in Detroit, Mich. We wish him a speedy recovery.

The Company is erecting a rest house and lunch room on the grounds adjacent to the station. It will fill a needed want and will be first-class in every particular. The building, which will be a one-story structure, will be of steel and concrete.

"Casey" Jones will soon be off to the front to stoke one of Uncle Sam's locomotives in France. "Casey," as he is familiarly known, is James T. Jones, who was a fireman on the



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Advertising Announcement

We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted.

ADVERTISING RATES

$35.00 per page, each insertion and pro rata for halves, quarters and eighths, and $2.19 per inch (14 agate lines to an inch, one-sixteenth page). Width of column, 16 ems or 2⅔ inches.

Rates for covers, extra colors and preferred positions will be supplied upon request.

For further particulars address

FRANK A. O'CONNELL
Advertising Manager
Mount Royal Station — Baltimore, Maryland



JAMES T. JONES

Cumberland Division. Here's hoping that "Casey" will stoke a locomotive all the way into Berlin. His picture appears above.



"JOE" CLARK JONES

Joseph C. Jones is a brother of "Casey" and he, too, is anxious to meet the Boches. Before his enlistment he was employed at Keyser. "Joe" has joined the Engineer Department. His picture is published above. Success to your arms, "Joe."

On the next page is a photograph of "Whitey" Welshonce, son of trainmaster E. P. Welshonce. He is sixteen years old and graduated from Keyser High School class of '16. He is a first-class athlete and also has displayed some ability as an author and an actor, having written some plays, adapted from Shakespeare, and having participated in all of them. His amiable disposition and his equilibrium of temper have endeared him to all who know him.



LOCOMOTIVE No. 50



"WHITEY" WELSHONCE

Martinsburg Shops

Correspondent, W. L. STEPHENS

The photograph on preceding page is of "our own" engine 50. The taller man in the picture is Captain "Sam" Rockwell and the other is engineer Keflinger. Chief clerk Dyche is modestly hiding in the cab. This engine and crew are pretty busy handling cars to and from the yards and around the shop tracks. The 50 has been recently overhauled at Cumberland and engineer "Keffy" says she is a bird, but to just what species of the feathered tribe she belongs he would not state. Captain "Sam" and his crew perform some prodigious feats with the valiant 50.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer,* Grafton
R. F. HANEY, *Conductor,* Weston
C. F. SCHRODER, *Operator,* Grafton
J. LYNCH, *Car Inspector,* Fairmont

Divisional Safety Committee

J. M. SCOTT.....Chairman, Superintendent, Grafton, W. Va.
J. W. MCCLUNG.....Trainmaster, Grafton, W. Va.
J. A. ANDERSON.....Master Mechanic, Grafton, W. Va.
W. I. ROWLAND.....Road Foreman, Grafton, W. Va.
J. F. EBERLY.....Division Engineer, Grafton, W. Va.
H. L. MILLER.....Car Foreman, Grafton, W. Va.
J. O. MARTIN.....Division Claim Agent, Clarksburg, W. Va.
DR. C. A. SINSEL.....Medical Examiner, Grafton, W. Va.
DR. E. A. FLEETWOOD.....Medical Examiner, Clarksburg, W. Va.
P. B. PHINNEY.....Agent, Grafton, W. Va.
J. D. ANTHONY.....Agent, Fairmont, W. Va.
S. H. WELLS.....Agent, Clarksburg, W. Va.
R. L. SCHILL.....Agent, Weston, W. Va.
E. J. HOOVER.....Agent, Buckhannon, W. Va.
F. W. TUTT.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.

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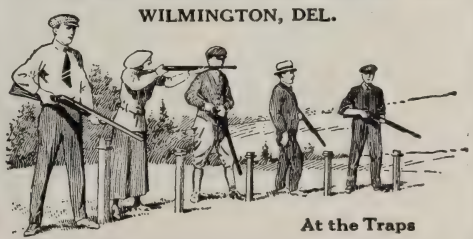
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E. I. du Pont de Nemours & Co.

WILMINGTON, DEL.



At the Traps

ROTATING MEMBERS

J. O. WHORLEY.....Engineer, Fairmont, W. Va.
W. H. KELLY.....Machinist, Grafton, W. Va.
C. C. BURGY.....Brakeman, Grafton, W. Va.
E. E. YERKEY.....Conductor, Clarksburg, W. Va.
J. W. THORNHILL.....Car Inspector, Fairmont, W. Va.
L. V. ATHA.....Conductor, Grafton, W. Va.
E. L. PENDERGAST.....Machinist, Fairmont, W. Va.

J. O. Martin, claim agent, visited his home folks in Maryland the latter part of October.

"Ben" Hechmer, one of the efficient stenographers in the car distributer's office, has enlisted in the Military Engineering Corps and has left for training in Washington, D. C.

J. W. Deneen, of the Coal & Coke, has been appointed superintendent of the Monongah Division vice J. M. Scott, who has been appointed general superintendent, with headquarters at Wheeling.

Wheeling Division

Correspondents

C. F. MILLER, *Office of Superintendent*
D. F. ALLREAD, *Agent*, Folsom, W. Va.

Divisional Safety Committee

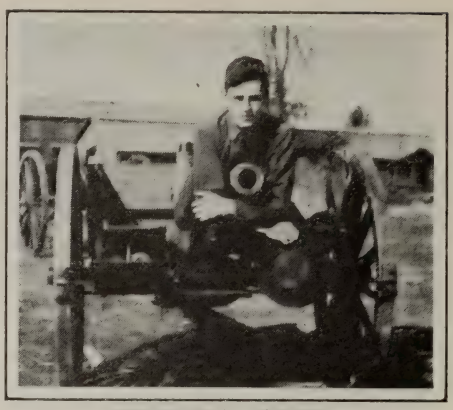
E. V. SMITH.....Chairman, Superintendent
E. C. WIGHT.....Division Engineer
F. C. SCHORNDORFER.....Master Mechanic
M. J. WALSH.....Road Foreman of Engines
M. E. CARTWRIGHT.....Terminal Trainmaster
J. A. FLEMING.....Agent, Wheeling, W. Va.
DR. J. E. HURLEY.....Medical Examiner
M. C. SMITH.....Claim Agent
F. M. GARBER.....Car Foreman
DR. L. D. NORRIS.....Medical Examiner, Fairmont, W.Va.
H. H. TEDERICK.....Supervisor
C. F. BURLEY.....Machinist
F. E. GATEWOOD.....Conductor
M. E. LEE.....Conductor
C. MALONE.....Trainmaster
L. O. SWANN.....Fireman
H. K. REID.....Engineman

Final arrangements have been made for the Third Annual Grand Ball to be given by the employes of the Baltimore and Ohio, December 27, at the Market Auditorium. A special orchestra of twenty pieces has been engaged and a touring car, 1917 model, will be given away. Each ticket sold for this occasion entitles holder to participate in the awarding of this machine. All employes on the Wheeling Division are invited and special trains will be run for the benefit of the out-of-town employes. Be sure and come and have a good time.

J. B. Springer, local chairman of the O. R. T., formerly operator, first trick, Colfax Tower, has been assigned to second trick at "FY" office, Wheeling, 2 p. m. to 10 p. m.

The Baltimore and Ohio Athletic Association opened its gymnasium and club rooms with a subscription dancing party, Friday evening, December 14. Luncheon was served by caterer Hottman. The Premier Orchestra furnished music.

Effective December 1 T. T. Wright was promoted to assistant division engineer at Wheeling, vice W. B. Wills. Mr. Wills resigned to accept service with another company. The friends of Mr. Wills were sorry to hear of his leaving, but all wish him success. We also welcome his successor.



BERNARD L. HELFER

The accompanying picture is that of Bernard L. Helfer, former clerk to the commercial freight agent, Wheeling, W. Va. Mr. Helfer is now located at Camp Lee, Petersburg, Va. He was one of the first to be drafted into military service from this city. From the above picture it appears that Bernard is enjoying camp life.

Miss Caroline Nolte has accepted a position as stenographer to the division engineer. We all wish her success.

The regular monthly divisional safety committee meeting was held in the office of superintendent, Monday, December 10, at 1.30 p. m. Matters of importance relating to this subject were taken up by the chairman of the committee and steps taken to have them corrected in the near future.

The Y. M. C. A. at Benwood, W. Va., was opened December 3. The opening of this building was welcomed by the trainmen of the connecting divisions. Sleeping quarters for thirty-five men have been provided as well as space for furnishing meals for thirty at one time. The new quarters no doubt will materially increase the membership.

Miss Helen Thomas has been promoted to stenographer in the division engineer's office.

Ohio River Division

Correspondents

S. S. ROUSCH, *Office of Superintendent*
MISS HELEN WRIGHT, *Office of Division Engineer*

Divisional Safety Committee

J. W. ROOT.....Superintendent
F. G. MORAN.....Trainmaster
J. G. KIRCHER.....Road Foreman of Engines
O. J. KELLY.....Master Mechanic
L. E. HAISLIP.....Division Engineer
F. R. DAVIS.....Terminal Trainmaster
DR. J. P. LAWLOR.....Medical Examiner
E. CHAPMAN.....Captain of Police
F. A. CARPENTER.....Agent, Parkersburg
S. E. EASTBURN.....Agent, Yardmaster, Huntington
H. F. OWENS.....Secretary

ROTATING MEMBERS

P. M. ROE	Engineer
O. W. MCCARTY	Fireman
H. NEAL	Conductor
M. F. CALDWELL	Brakeman
A. C. SMITH	Car Department
C. R. TAYLOR	Locomotive Department
J. E. ROSIER	Stores Department

Miss Dorothy Wilcoxen, of Belpre, has accepted a position as stenographer with the division freight agency to fill the vacancy caused by the resignation of Miss Alice Woodruff.

Robert Taylor, car record clerk at the freight office, has resigned to accept a position as stenographer with J. J. Crotty & Co.

Ralph McFarland, who recently accepted a position as yard and receiving clerk, spent Sunday in Pittsburgh, and they say that the city looked so large to him that on his return he overlooked Parkersburg and thought Ravenswood his destination.

R. L. Hamme, traveling freight agent of the Ohio River Division, was in the city Saturday.

Miss Ethelwyn Hayhurst is our new expense bill clerk.

Owing to the resignation of H. G. Bord, expense bill clerk, on November 15, the following clerks were promoted: Miss Myrtle Royce, Mrs. B. A. Luzader, Miss Mary Keenan and Byron Geary. This necessitated the employment of a new clerk, D. B. Cain.

E. W. Miller, claim clerk, recently accompanied his mother to Clarksburg, where she will make her home.

Walker Hamilton and "Billy" Duff have finished digging their potatoes, such as only Ohio can raise. When asked at what price they would supply the office force, they failed to see the joke.

C. C. Phillips, our efficient cashier, went hunting recently and reports success.

H. C. Young, trunk line inspector, has accepted a position as traffic manager with the Parkersburg Rig & Reel Co. The vacancy was filled by C. F. Ritchie, whose position as assistant to Mr. Young has been taken by George B. Wagoner, of Belpre.

Miss Myrtle Royce paid a visit to her home in Newark.

Miss Belle Caldwell recently spent a week-end with friends in Pittsburgh.

Mr. and Mrs. Carl Francis spent several days in Youngstown and Pittsburgh.

Our new telephones were installed and were in working order December 1.

Clyde Somerville, our platform foreman, attended the fune al of a relative at Palestine, W. Va., recently.

John Maloney and Gardner Duncan are very regular attendants at the Hippodrome. We wonder which is the attraction, the vaudeville or the popcorn (girl).

V. T. Renner, traveling freight agent of the Cumberland Division, spent two weeks' vacation here. Mr. Renner is an old Parkersburg boy who has made good in the freight service and all his Parkersburg friends are glad to see him making progress.



The Trained Man Wins

In the railroad business it's the *trained* man who wins. Carrying hundreds of millions of passengers every year, it is absolutely necessary that the responsible positions in railroading be filled with none but the most highly trained men. *Your* advancement will depend largely on the thoroughness of your training.

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You're ambitious. You want to get ahead. Then don't turn this page until you have clipped the coupon, marked the line of work you want to follow and mailed it to the I. C. S. for full particulars. Doing so will not obligate you.

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☐ Locomotive Fireman	☐ R. R. Genl. Office Acc'ting
☐ Traveling Engineer	☐ Bookkeeper
☐ Traveling Fireman	☐ Stenographer and Typist
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Mathematics
☐ Round House Foreman	☐ Good English
☐ Trainmen and Carmen	☐ Salesmanship
☐ Railway Conductor	☐ Advertising Man
☐ Mechanical Engineer	☐ Civil Service
☐ Mechanical Draftsman	☐ Railway Mail Clerk
☐ Machine Shop Practice	☐ Electrical Engineer
☐ Boiler Maker or Designer	☐ Electrician
☐ Steam Engineer	☐ Electric Wiring
☐ Steam-Electric Engineer	☐ Electric Lighting
☐ Civil Engineer	☐ Telegraph Expert
☐ Surveying and Mapping	☐ Mine Foreman or Engineer
☐ R. R. Constructing	☐ Metallurgist or Prospector
☐ Bridge Engineer	☐ Chemical Engineer
☐ Architect	☐ Agriculture ☐ Spanish
☐ Architectural Draftsman	☐ Poultry Raising ☐ German
☐ Contractor and Builder	☐ Automobiles ☐ French
☐ Structural Engineer	☐ Auto Repairing ☐ Italian

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If name of Course you want is not in this list, write it below.



N. M. BAUL

The following—More Truth Than Poetry—was written by an employe on the Ohio River Division, whose name is withheld for "Safety First" reasons:

These Lessless Days

There is a meatless day and a wheatless day,
A day to buy a Liberty Bond.
There is an eggless day and a milkless day,
A day for the Red Cross Fund.
There is a greaseless day and a butterless day,
All days for food conservation,
There is a volunteer day and a conscript day,
Both days to help save the nation.
If this keeps up, perhaps there may
Come to us all an eatless day,
A bootless, coatless, hatless day,
And, pardon me, but may I say,
There even may come a pantless day.
But before they take our pants away
We hope there will come to Germany
That most gracious time, a Kaiserless day.
But from what I hear them say,
And read in the news from day to day,
There certainly will be Helto pay Helto, he's a Jap)
Before they can put Old Bill away.
And many a loving father and son
Will bite the dust ere the deed is done.
But, when at last we've got his goat,
And "Hic Jacet Bill" on his tombstone wrote,
Then, a long farewell to German "Kultur,"
The ravenous, murdering, inhuman vulture.
Our wives and sweethearts will no longer face
Daily dread of outrage and disgrace,
Our innocent little son and daughter
Fear mutilation or cruel slaughter.
Then the U-boat warfare, most inhuman,
Will no longer menace babe and woman.
And then the bomb-dropping flying machine
In God's blue sky will no longer be seen.
And to all these pets of "Bill the Kaiser,"
We'll bid at last a glad "good day, sir."
Then we will have, and only then,
On earth, peace and good will to men.
For grim warfare and strife will cease,
And o'er us all the Bird of Peace,
The beautiful, gentle, white winged dove,
Will spread her pinions of mercy and love.
And unto others all men will do,
As they, with love, will do to you.
And we all will have a chance
To eat our meat and wear our pants.
And the lessless days will pass away
In one great, grand, celebration day.

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent*, Cleveland

Divisional Safety Committee

H. B. GREEN	Superintendent
G. B. GYMER	Secretary
J. J. POWERS	Trainmaster
W. J. HEAD	Trainmaster
A. R. CARVER	Division Engineer
G. R. GALLOWAY	Master Mechanic
P. C. LOUX	Road Foreman of Egnines
G. H. KAISER	Road Foreman of Engines
A. J. BELL	Terminal Agent
DR. A. A. CHURCH	Medical Examiner
G. J. MAISCH	Claim Agent
M. E. TUTTLE	Division Operator

ROTATING MEMBERS (to serve three months)

W. G. HARRIS	Assistant Agent, East Akron
C. H. RICHARDS	Dispatcher, Akron
M. CARANO	Section Foreman, Akron
J. H. MYERS	Carpenter Foreman, Cleveland
T. J. BROWN	Conductor, Lorain
J. A. MOORE	Engineer, Lorain
M. LIVINGSTONE	Engineer, Cleveland
J. E. FRISKEY	Conductor, Akron
G. C. BELL	Conductor, Cleveland
W. REIDER	Machinist, Cleveland
T. A. HORN	Material Checker, Lorain

The accompanying photograph shows two of our Cleveland Division employes who are now at Camp Sherman, Chillicothe, Ohio.



FRANK JUDY AND J. E. BREEN

The one on the right is J. E. Breen, who has been an employe of the Baltimore and Ohio for a number of years. He served as chief clerk to the terminal trainmaster at Lorain, Ohio, also for the road foreman of engines. Later he was transferred to the yard service, in which department he was working when called to the colors. The other, Frank Judy, was also a yard man when called.

On opposite page is a photograph of N. M. Baul, operator in "CS" office at Cleveland, Ohio, who recently enlisted in the Signal Corps and later was promoted to corporal, Company C, Sixth Field Battalion, U. S. A., in training at Fort Leavenworth, Kansas.

Below is a photograph of F. Herbert Prem, furloughed claim agent, who was working at Cleveland, Ohio, for more than two years, transferred to Baltimore office in October, 1915, and took post graduate course in law at Georgetown University. He enlisted in the Aviation Corps and is at present attached to barracks at Fairfield, Ohio.

The smaller picture is a view taken by Mr. Prem of Dayton, Ohio, while his machine was 8,000 feet in air. We wish him well and a safe return.

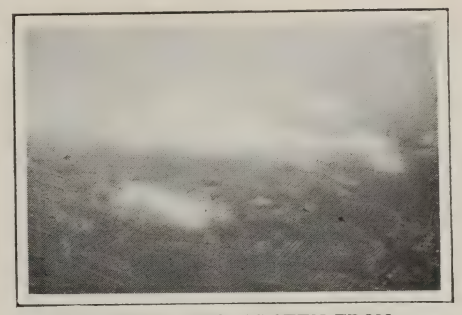
Miss Margaret Brown has been appointed agent at Brecksville, Ohio, vice A. S. Jones.

Newark Division

Correspondent, W. F. Sachs, *Chief Clerk*

Divisional Safety Committee

D. F. Stevens.....Chairman, Superintendent, Newark, O.
J. P. Dorsey.....Vice-Chairman, Trainmaster, Newark, O.
C. R. Deimer.....Division Engineer, Newark, O.
R. A. Vernon.....Road Foreman, Newark, O.
A. E. McMillen.....Master Mechanic, Newark, O.
A. R. Claytor.....Division Claim Agent, Newark, O.
D. L. Host.....T. M. & C. T. D., Columbus, O.
C. D. Miller.....Shopman, Newark, O.



DAYTON, OHIO, AS SEEN FROM AN AEROPLANE

Dr. M. H. Koehler.....Medical Examiner, Newark, O.
T. Waters.....Conductor, Newark, O.
M. H. Devore.....Fireman, Newark, O.
J. N. McDonald.....Engineer, Newark, O.
Lawrence Prior.....Car Repairman, Newark, O.
William Schlingerman.....Machinist, Newark, O.
B. J. Harrington.....Yard Brakeman, Newark, O.

George Duffy, boiler foreman in enginehouse at Newark, was recently married. The happy bride was Miss Josephine Egan, a charming and popular young woman of Newark. After a wedding trip through the west, the newly-weds returned to Newark, where they will make their future home. Mr. Duffy is receiving congratulations from his fellow employes.

C. H. Garing has been promoted from car foreman at Chicago Junction, Ohio, to freight car foreman at Sandusky, Ohio, at which station heavy repairs to freight cars are now being made.

William McMullen, who died suddenly of appoplexy on October 26 while on his way to work at "WF" telegraph office, was one of the oldest employes of the Company at Newark, having entered the service shortly after he was



F. HERBERT PREM

graduated from Newark High School. He completed thirty-seven years in the service a few days before his death and while with the Baltimore and Ohio served as operator in the several offices at Newark, his first work being performed in the office of the superintendent motive power when that office was located at Newark shops. He was unusually steady in his work and was seldom absent from duty. Few men in his walk of life had more friends, and his sudden death saddened employes of the Division generally. Mr. McMullen had a clear record covering his thirty-seven years' service. The funeral services were held at his late residence and were conducted by the Rev. Calvin Hazlett, of the First Presbyterian Church.

The road foremen of engines were recently presented with a roll of honor containing the names of fifteen firemen who have been called to the colors. It was executed with pen and ink by engineer Edwin F. Ryan and is a work of art. The roll has been framed and hung in the office of the road foremen at Newark and has been viewed with interest by a number of employes. The names of any employes called in the future will be added to this roll.

Below is a picture of Plymouth station building and employes which was taken by C. H. Ferguson, first trick operator at Plymouth. Agent D. Glick is shown in center of picture, clerk C. Mittenbuhler at left and lampman Lemuel Hale at the right.

Above is a sketch of Herbert W. Booth, shipping clerk at the Reclamation Plant at Zanesville, Ohio. Mr. Booth has been in the employ of the Company for twenty-six years. He was at one time secretary of the Railroad Y. M. C. A. of Zanesville.



HERBERT BOOTH

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Broughton	Chairman, Superintendent
C. M. Stone	Trainmaster
T. E. Miller	Master Mechanic
G. N. Cage	Road Foreman of Engines
Dr F. H. Weidemann	Medical Examiner
H. B. Pigman	Division Operator
A. P. Williams	Division Engineer
H. D. Whip	Relief Agent
C. A. Albright	Agent
E. E. McDonald	Agent
W. F. Herwick	Conductor



PLYMOUTH, OHIO STATION

C. Mittenbuhler, Clerk; David Glick, Agent; Lemuel Hale, Lampman

W. J. Drydon.....Road Brakeman
O. E. Newcomer.....Fireman
W. H. Metzgar.....Supervisor
E. C. Lucas.....Car Foreman
A. L. Friel.....Shop Foreman
H. E. Cochran.....Secretary

At bottom of page is a photograph of John Robert, son of C. B. Furtney, telegraph operator, of Connellsville, Pa.

Pittsburgh Division

Correspondent, B. J. McQuade, *Office of Superintendent*, Pittsburgh

Divisional Safety Committee

T. J. Brady.....Chairman, Superintendent
T. W. Barrett.....Vice-Chairman, Trainmaster
W. J. Kennedy.....Secretary
C. C. Cook.....Division Engineer
M. C. Thompson.....Road Foreman of Engines
G. W. C. Day.....Division Operator
E. J. Brennan.....Superintendent of Shops
A. J. Weise.....General Car Foreman
F. Bryne.....Claim Agent
W. F. Deneke.....Agent, Pittsburgh
Dr. A. J. Bossyns.....Medical Examiner
R. F. Langdon.....Brakeman
E. D. McCaughey.....Fireman
E. P. Chenowith.....Conductor
J. J. Berry.....Foreman, Glenwood
J. L. Soliday.....Engineer

Who Am I?

I am more talked of than anything else in America!
I am the autocrat of the commercial interests!
I control the treasuries of the world!
I command the bank clearances!
I am as powerful as Ajax!
I can stop commerce!
I am supreme!



JOHN ROBERT FURTNEY



DOROTHY WITT
Daughter of Conductor Witt

Rulers, and the common people alike,
Take off their hats to me.
My aristocratic cousins, the luxurious Pullman car,
And the steel coach who in the past snubbed
Me, now craves my favors!
I am merciful!
I can help you, but
I lack energy!
You must supply that!
Left to my own efforts
I am inert and innocuous!
Energize me and you increase your bank account!
Stimulate me and the wheels of commerce revolve!

Who Am I?

I am the freight car!
I market your crops!
Load me promptly!
Unload me quickly!
Move me swiftly, and
You will prosper!—*Pittsburgh Press.*

Glenwood Shops

Correspondent, Frank Rush, *Sec'y to Sup't*

The above picture is of Miss Dorothy Witt, the daughter of conductor Samuel A. Witt. Mr. Witt, who has been in the service for a number of years, is in pool service between

Connellsville and New Castle Junction and makes his home in Connellsville.

We were glad to hear of the appointment of F. M. Creegan, general erecting shop foreman at Glenwood, to assistant master mechanic at night in the roundhouse and we wish him success in his new position.

Congratulations to John Bowser on his new appointment as general erecting shop foreman and best wishes for his success.

Congratulations to the new arrival—girl baby—born to Mrs. Erringer, wife of machinist Chester Erringer. Both mother and baby are doing fine.

We were very sorry to learn of the death of machinist ohn Boyle at Tenth Street.

Our old friend, master carpenter "Dan" Imler, went on a hunting trip and from what we learn the game must have been very scarce, as "Dan" came back with what he took away—an empty suit case. We wish him better luck next year.

To show that Glenwood is still on the map, an apprentice school at this station has been organized. M . Katzenmyer is sure to make the boys attend school regularly.

New Castle Division

Correspondent, J. A. Lloyd, *Chief Clerk to Superintendent*

Divisional Safety Committee

C. W. VanHorn.....Chairman, Superintendent
C. P. Angell.....Trainmaster
D. W. Cronin.....Division Engineer
A. H. Hodges.....Master Mechanic
T. K. Faherty.....Road Foreman of Engines
James Aiken.....Agent, Youngstown, Ohio
Dr. F. Dorsey.....Medical Examiner
C. G. Osborne.....Division Claim Agent
F. H. Knox.....Agent, New Castle, Pa.
W. P. Cahill.....Division Operator
W. Damron.....Terminal Trainmaster
A. T. Humbert.....Master Carpenter

Rotating Members (to serve three months)

E. F. Toepfer.....Road Engineer
G. T. Griffith.....Road Fireman
H. A. Bradley.....Road Conductor
S. K. Fielding.....Yard Engineer
L. Whalen.....Pipe Fitter
J. W. Ferron.....Work Checker, Car Department

George R. Coon, shop clerk at New Castle since September 16, was transferred November 18 to shop clerk at Lorain because of his desiring to be nearer home. We are all sorry to see George leave as he was a very competent clerk and an agreeable fellow.



NEW PASSENGER STATION AT NEW CASTLE, PA.



AGENT AND FORCE AT YOUNGSTOWN, OHIO, FREIGHT OFFICE

A. C. Harris, maintenance of way clerk, has been appointed to look after the welfare work at New Castle, and things a e booming "right off the bat." Several bowling teams have been organized and the "battle is on." Heretofore, the welfare work on this division has been limited to baseball teams. The indications are that various sports will be taken up as fast as the facilities can be found.

Division operator W. P. Cahill, in order to do his "bit" in so far as the transportation problems of the war time are concerned, has started a telegraph school in New Castle, with G. M. Gardner, an operator of the Pennsylvania Lines, as instructor. Mr. Gardner was formerly engaged in telegraphic school work. At present there are enrolled twenty-two girls and four young men students. The girls are determined to learn the work and allow the young men to go to the front. The school room is fitted up in the most up-to-date fashion, and all forms, train orders, rules, etc., are the Baltimore and Ohio standard, which means the students, when turned out, will know their business thoroughly.

C. R. Adsit, supervisor at Wilmington on the Philadelphia Division, has been transferred to Sub-Division No. 3 of the New Castle Division as supervisor, vice R. E. Zepp, transferred to Wilmington.

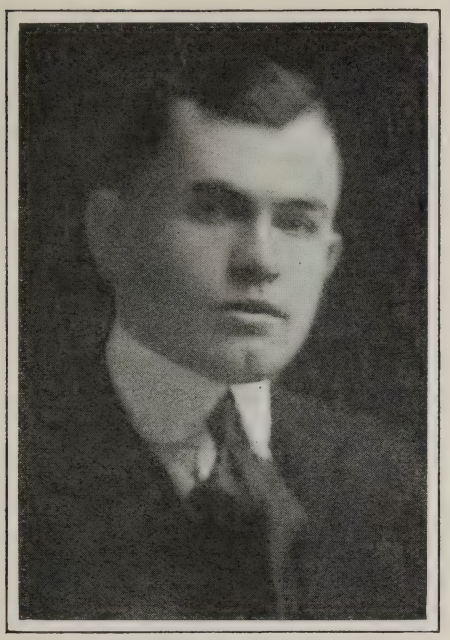
W. W. Wood was at New Castle Junction recently and gave a stirring address to the employes. He also addressed the employes, their families and friends, at the Mahoning school in the evening. M . Wood is an orator of no mean ability, and his addresses are inspiring to a very high degree. He will be thrice welcome at any future time should he have the time and opportunity to address the employes at this point.

Chicago Division

Correspondent, P. G. Ervin, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. Jackson.....Chairman, Superintendent, Garrett, Ind.
T. J. Rogers.....Vice-President, Trainmaster, Garrett, Ind.
T. E. Jamison.....Trainmaster, Garrett, Ind.
John Tordella.....Division Engineer, Garrett, Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
F. N. Shultz.....Division Operator, Garrett, Ind.



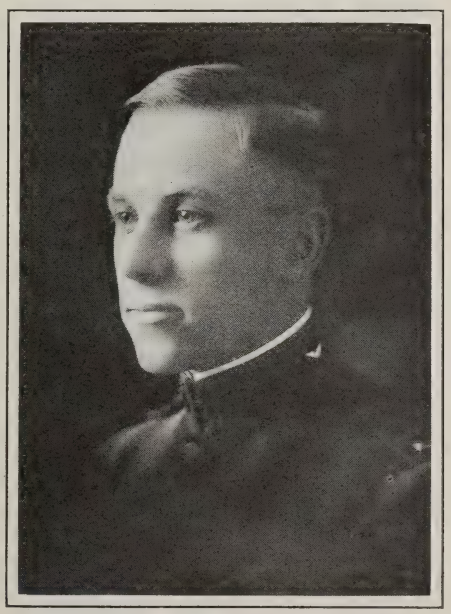
CAPTAIN H. C. SPRINGER

W. F. Moran.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
J. E. Fisher.....Road Foreman of Engines, Garrett, Ind.
J. D. Jack.....Claim Agent, Garrett, Ind.
Dr. W. A. Funk.....Medical Examiner, Garrett, Ind.
Dr. C. W. Hedrick.....Medical Examiner, Chicago Jct., O.
R. R. Jenkins.....Secretary, Y. M. C. A., Chicago Jct., O.
John Draper.....Agent, Chicago, Ill.
Henry Bergstrom.....Machinist, South Chicago, Ill.
W. P. Allman.....Agent, Avilla, Ind.
C. A. Hamilton.....Engineer, Garrett, Ind.
C. H. Keys.....Fireman, Garrett, Ind.
N. D. Scott.....Conductor, Deshler, O.
David Wagner.....Brakeman, Garrett, Ind.
Robert Kipp.....Yard Brakeman, Chicago Jct., O.
W. A. Miller.....Car Builder, Garrett, Ind.
H. Schneider.....Car Inspector, South Chicago, Ill.
L. C. Beeber.....Pipe Fitter, Garrett, Ind.
Julius Leitz.....Pipe Fitter, Chicago Jct., O.

The above photograph is of Captain H. C. Springer, son of S. C. Springer, assistant trainmaster of the Chicago Division. Captain Springer was born at Huntington, Indiana, on January 24, 1894. Later he, with his parents, moved to Garrett, where the latter are at present. Captain Springer attended the public schools at Garrett, graduating in 1912. He entered the University of Indiana in the fall of 1912 and graduated in 1917 with the degree of Batchelor of Laws. At the time of our trouble with Mexico, Captain Springer served on the Mexican border, and when war was declared on Germany, he entered the Officers' Reserve training camp and was commissioned captain from Fort Benjamin Harrison on August 15, 1917. He is now at Camp Taylor, Louisville, Kentucky. During summer vacations Captain Springer worked in varous capacities for the Baltimore and Ohio at Garrett, and this city is justly proud of the fact that it has given to the nation a man of such sterling qualities and who has the ability to handle men. We wish Captain Springer all the success possible and regret his leaving us.

The photograph below is of Lieutenant George C. Carroll, son of chief dispatcher and Mrs. H. S. Carroll. He was born at Garrett, Indiana, on August 22, 1892, and graduated from Garrett High School with the class of 1910; entered Northwestern University at Evansville, Illinois, and attended that institution for two years. He studied at the University of Virginia for three years, and on his return to Garrett was appointed principal of Garrett public schools, in which position he served one year, when he was appointed superintendent of schools. He resigned this post to enter the Second Officers' Training Camp at Fort Benjamin Harrison. He was later commissioned first lieutenant for immediate service in the Aviation Section of the Signal Corps and left Garrett on November 20 for Camp Mills, Long Island, New York. Lieutenant Carroll worked during vacation times for the Baltimore and Ohio in different departments, beginning as a messenger boy early in life. At the time of his enlistment he was chairman of the Red Cross society and was very prominent in school and church work.

On the afternoon of November 7 the regular safety meeting on the Chicago Division was held and it was our good fortune to have John Hair present at this meeting. In the evening a public meeting was held in the Eagles' Hall, Garrett, and it is estimated that over 600 people were present, the house being packed to capacity. A speech was made by Mr. Hair and moving pictures were shown. The pictures were followed by scenes of the championship ball



LIEUTENANT GEORGE S. CARROLL

game between Cumberland and Garrett at Baltimore on September 4. All the pictures shown were excellent and it is needless to say that the meeting was a success in every way.

On the evening of November 11 another meeting wa held in the Garrett City Hall, this meeting being presided over by Mr. Wood. This meeting was held in order to acquaint the people with war conditions and was largely attended. Moving pictures were shown at this meeting also. This is not the first time we have heard Mr. Wood speak and we were glad to have him with us again. His speech was of the highest order and a good impression was made with the people of Garrett.

Earnest Crow, who has been sick for a month, has improved and we hope to see him back at his desk in the division engineer's office within a few days.

The accompanying picture is of Loren Loomis, son of E. H. Loomis, telegraph operator at Garrett. Loren is, as far as we know, the younges purchaser of a Liberty Bond in De Kalb County and the bond was purchased with money which he earned during the school vacation, working as messenger boy in the telegraph office. Garrett is justly proud of this patriotic boy and his action should serve as an incentive to others to help the government out in this time of need.

In checking over the personal injuries occurring on the Chicago Division during the month of October, it is noted that there were sixty-one less employes injured than were injured during the month of September, and only one-half as many as occurred during October, 1916. Another thing that appeals to us is the fact that there were very few injuries, which could be classed as serious, which indicates that the employes are exercisin more care in the performance of their duties. It is also surprising to note that the majority of these accidents could have been avoided with a little care on the part of the employes injured.

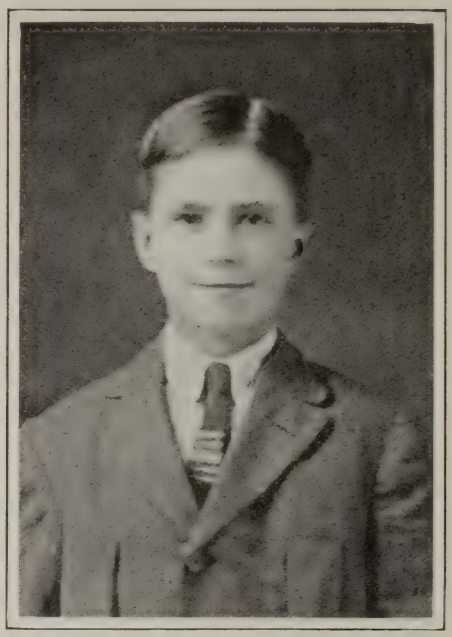
R. W. Eckert, stenographer in the superintendent's office, was away on a two weeks' vacation.

H. S. Dills, clerk to the trainmaster, has returned to duty after a two weeks' vacation. Henry reports a good time and the fish biting fine. Besides being clerk to trainmaster, Mr. Dills is also somewhat of an inventor, having invented a patent fish bait, which has proven to be one of the best on the market. Anyone inclined to fishing should get in touch with Mr. Dills and secure one of these baits before starting on his fishing trip.

South Chicago

Correspondent, Mrs. Bertha A. Phelps, *Wheelage Clerk*

In the recent canvass in South Chicago to raise money for the Y. M. C. A. to be used in keeping our soldiers and those of our Allies on the battle front to a high standard of morality, the Baltimore and Ohio shop employes are to be congratulated. General foreman J. M. Shay certainly knew his men when he made the remark that when it came to a showing of loyalty to their country, their flag, and their employer, these boys would be second to none. They have proven to be just as he said and he is proud of them. From the lowest paid apprentice to the highest in rank all gave cheerfully one day's wages for this noble cause, and if every man does his bit as have these boys and will continue to do so, there will be no question as to who will win the war. The contribution from the shop boys and car yard force was $948.50 from 269 employes.



LOREN LOOMIS

The office and yard forces also came forward with their mite and although they did not reach the magnificent totals of our shop workers every one feels justly proud of having had the privilege of helping. Trainmaster R. R. Huggins, agent M. Altherr and our statement clerk, E. J. Spreenberg, who acted as collector, gave considerable time to aid in making for the success of this campaign. Total subscribed to date from all employes is $1,150.50.

The week ending November 19 was decidedly Baltimore and Ohio week in South Chicago. The lecture at Bessemer Hall, November 12, on "How to Win the War," by W. W. Wood, was fine and the people of South Chicago have requested him to repeat it. Mr. Wood gave a talk to the shop employes in the afternoon of the same date which was highly appreciated. On the following night the Baltimore and Ohio Safety First pictures were shown to a full

house. These were also very interesting and timely and the people of this section feel they have been very nicely entertained. The climax was reached on Saturday, November 17, when a talk was given by Lieutenant Simpson, of the English Army, who had seen two years in the trenches, and who started the enthusiasm for the big Y. M. C. A. drive.

Trainmaster Huggins, general foreman Shay, roundhouse foreman Schiffgen and cashier Pollard represented the Baltimore and Ohio from South Chicago at the "Over the Top" meeting of the Y. M. C. A. at the Hotel LaSalle on the evening of November 19, when the returns from the different sections were read announcing the $35,000,000 for army "homes."

R. A. Kleist has been appointed general car foreman at this station, vice E. H. Mattingly, who has been promoted to joint general car foreman Baltimore and Ohio and Baltimore and Ohio Chicago Terminal. Mr. Kleist is well known in this district, having been previously employed here.

Calvin Friend died at the South Chicago hospital on November 2 from injuries received as a result of a fall. Mr. Friend entered the service of the Baltimore and Ohio as carpenter in June, 1896, and his long and faithful service gave him a wide acquaintance with his fellow workers. Burial took place at Albion, Ind., November 5. Members of the I. O. O. F. attended.

Jeremiah Christopher Manion, operator at Wolf Lake, has returned from his vacation.

Agent Altherr was host to the Association for the Prevention of Freight Claims, which met in South Chicago recently, and some very able discussions took place as to the best methods to pursue in an endeavor to reduce the causes which lead up to freight claims. The attendance at the meeting was the largest in some months.

Chicago Terminal

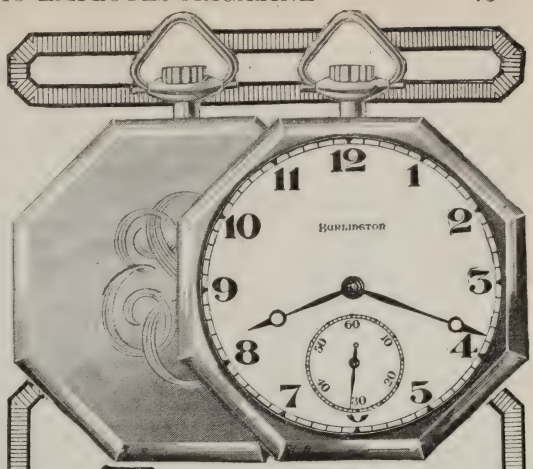
Correspondent, W. H. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Divisional Safety Committee

J. L. NICHOLS.....Chairman, Superintendent
J. W. DACY.....Trainmaster
C. P. PALMER.....Division Engineer
R. L. FAITHORN.....Assistant Engineer
ALEX. CRAW.....Division Claim Agent
J. A. QUINN.....Captain of Police
C. L. HEGLEY.....Examiner and Recorder
H. MCDONALD.....Supervisor, Chicago Division
WILLIAM HOGAN.....Supervisor, Calumet Division
F. K. MOSES.....Master Mechanic
F. S. DEVENY.....Road Foreman of Engines
CHARLES ESPING.....Master Carpenter
DR. E. J. HUGHES.....Medical Examiner
C. O. SEIFERT.....Signal Supervisor
E. J. DOYLE.....Assistant Agent, Forest Hill
EDWARD MATTINGLY.....General Car Foreman

ROTATING MEMBERS (to serve three months)

D. M. JULIAN.....Car Foreman, Chicago
RAY ELDER.....Car Foreman, East Chicago
W. A. MOORE.....Engine Foreman, Blue Island
L. R. SHEARER.....Engine Foreman, East Chicago
J. E. CARTAN.....Engine Foreman, Robey Street
WM. H. CURRY.....Locomotive Engineer, East Chicago
P. S. PEARSON.....Locomotive Engineer, Blue Island
JOHN LATSHAW.....Locomotive Engineer, Robey Street
O. NORWOOD.....Machinist, Robey Street
W. H. SMALLMAN.....Machinist, East Chicago
J. MCBRIDE.....Boilermaker, East Chicago
ROBERT DOVE.....Boilermaker, Robey Street



Just Out!

The New Octagon Burlington

WRITE for our watch book and see the many other new styles in watches you have to choose from. Notice especially the ***Block and Ribbon Monograms, Inlay Enamel Monograms, Diamond Set, Lodge, French Art and Dragon Designs.***

Special Offer

You may secure one of these superb time-pieces—a watch of the very latest model, the popular, new, thin design, adjusted to the second—21 jewels—*adjusted* to positions AND temperature AND isochronism—at the same price that even **wholesale** jewelers must pay—and in order to encourage everybody to secure this watch at once, pay this rock-bottom price, either for cash or $2.50 a month! We send the watch on approval. You risk absolutely nothing—you pay nothing—not one cent, unless you want *this exceptional* offer after seeing and thoroughly inspecting the watch. Send the coupon today.

Write for New Watch Book

Learn the inside facts about watch prices, and the many superior points of the Burlington. Just send coupon or a letter or postcard. Get this offer while it lasts.

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Dept. 7439
19th Street and Marshall Blvd.
Chicago, Ill.

Burlington Watch Co.
Dept. 7439
19th St. & Marshall Blvd., Chicago, Ill.

Please send me (without obligation and prepaid) your free book on watches with full explanation of your rock bottom DIRECT offer for cash or $2.50 a month, on the Burlington Watch.

Name .....

Address.....

Ohio Division

Correspondent, W. L. Allison, *Operator C. D. Office*, Chillicothe, Ohio

Divisional Safety Committee

A. A. Iams	Chairman, Superintendent
C. H. R. Howe	Division Engineer
R. C. Wescott	Trainmaster
H. E. Greenwood	Master Mechanic
William Graf	Road Foreman of Engines
P. Clark	Supervisor
Dr. J. G. Selby	Medical Examiner
L. B. Manss	Captain of Police
George Litter	Engineer
D. H. Butts	Conductor
C. J. Plumly	Agent, Wilmington
Frank Lee	Tool Room Man
H. Devore	Fireman
D. L. Peters	Brakeman
M. Welsh	Blacksmith
J. E. Chaney	Switchman

At top of next column is the picture of little Miss Virginia Lattimore, one year-old daughter of Baltimore and Ohio tie inspector C. F. Lattimore of Chllicothe, Ohio.



VIRGINIA LATTIMORE.

Dr. Charles E. Stone, Company surgeon at Shoals, Ind., who volunteered in Medical Corps, is now stationed at Camp Sherman, Chillicothe, Ohio. Most of the boys from this division are stationed at Camp Taylor, Louisville.

O. O. Shortridge, who has been on leave of absence for several months, resumed duty as agent at Medora, November 14.

G. J. Cudd who has been taking care of the Medora station during the absence of Mr. Shortridge, was appointed agent at Rivervale, effective November 15.

For the benefit of our readers, and to show that some of our employes, at least, were very successful in their effort to assist in the conservation of food supplies by cultivating unused railroad property which was turned over to them for this purpose free of charge, will state that agent-operator E. E. Scoopmire, employed at Dillsboro and in service since December 19,

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

G. S. Cameron	Chairman, Superintendent, Seymour, Ind.
J. B. Purkhiser	Trainmaster, Seymour, Ind.
H. S. Smith	Trainmaster, Seymour, Ind.
C. E. Herth	Division Engineer, Seymour, Ind.
J. E. Quigley	Master Mechanic, Cincinnati, O.
S. A. Rogers	Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy	Division Operator, Seymour, Ind.
P. T. Horan	General Foreman, Seymour, Ind.
E. Massman	Agent, Seymour, Ind.
J. E. Sands	Agent, Louisville, Ky.
J. E. O'Dom	Claim Agent, Cincinnati, O.

Rotating Members

J. R. Trent	Fireman, Seymour, Ind.
A. Sweazey	Conductor, Seymour, Ind.
H. Schroeder	Engineer, Seymour, Ind.
M. L. Ellis	Track Foreman, Deputy, Ind.



N. R. MARTIN, DIVISION ACCOUNTANT AND CLERICAL FORCE AT SEYMOUR, IND



Our "Big Family" and Their Friends at Their Playgrounds, Ideal Park, Endicott, N. Y.

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"Right— to the Dot!"

ALL other things equal, the train that is timed by a South Bend Watch is sure of living up to its schedule.

The accuracy of these watches is the result of quality—of extraordinary skill and care in manufacture. South Bend Studebaker Railroad Watches give the good features of all good watches, *and more;* for they give you unconditionally

A Guarantee No Other Watch Offers

South Bend Watches are guaranteed to meet the requirements of the road you now work for, and of any road to which you may transfer within the next five years. There's protection that's as good as a bond.

Jewelers who know watch values recommend "The Watch with the Purple Ribbon."

SOUTH BEND WATCH CO.
1812 Studebaker St. South Bend, Ind.

South Bend Watches

Please mention our magazine when writing advertisers

1892, cultivated about one and one-half acres of property just south of station grounds at that point.

Mr. Scoopmire stated that after great effort he succeeded in hiring three different farmers to plow and harrow this ground in order that he could cultivate it. The farmers were so busy with their own work that it required a great deal of persuasion to get them to do the work for him. They finally performed their service more as a favor than the money they secured for doing it.

The cultivation was taken care of by the agent and his family by their rising early and working until time to go on duty and again devoting all time that he could during the evening.

On June 25 agent Scoopmire purchased two pigs for $9.00 and when he found he would have sufficient corn to feed more hogs, he purchased three more pigs, paying $15.00 for them. He purchased $15.60 worth of ground feed and this, with the corn he has raised, has taken care of the five pigs to date, and he has about fifteen bushels more corn to feed. He now has two hogs which weigh not less than 210 pounds each, two eighty pounds each and one 110 pounds and he places their value at $100.

In addition to the above he has on hand over and above all of the green beans, corn, lettuce, etc., consumed during the season, the following: Six gallons navy beans, one-half bushel colored beans, one gallon lima beans, 15 bushels Irish potatoes, two bushels sweet potatoes, thirty-four quarts canned tomatoes, two quarts beet pickles, three quarts beet pickles, three quarts cucumber pickles, three quarts tomato preserves, sixteen gallons sauerkraut, one bushel rutabaga, thirty five bunches of celery; more cabbage buried than he can use in two years; 200 pounds honey (surplus, or more than required for personal use).

Mr. Scoopmire states that, of course, all seeds planted were very costly and to produce the above result required a lot of work and determination, but he feels that he has been well paid for his effort and that he has actually conserved the above, which would otherwise have been necessary for him to purchase.



PATRICK BURKE, CROSSING WATCHMAN



SONS OF N. R. BOWDEN
LESTER D., 6; CHESTER D., 5; NOBLE B., 4

The picture in other column is of Patrick Burke, crossing watchman at Vincennes Street, New Albany, Ind. Our records show that Mr. Burke entered the service of the Ohio & Mississippi as an engine wiper on August 2, 1874, was promoted to fireman on August 1, 1890, and continued in that capacity until May 29, 1915, when he was transferred to the position of crossing watchman.

O. O. Shortridge was appointed agent at Medora, vice G. J. Cudd, transferred. Effective November 14.

G. J. Cudd was appointed agent at Rivervale, vice W. O. Guthrie, transferred. Effective November 15,

Washington, Ind., Shops

Correspondent, J. R. Minter, *Shop Draftsman*

J. J. Rose, T. C. & P. shop foreman, says he killed forty rabbits while hunting a short time ago. This sounds like the story he tells about fish jumping into a keg while rowing up the Tygart Valley River.

W. F. Harris, master mechanic, Illinois Division, recently moved his office from Flora, Ill., to Washington, Ind., and is occupying space in the superintendent of shops' office.

Janitor John Garner wishes to inform all his friends who have left Washington for other points, that he is still O. K. and on the job.

At 12.30 o'clock on November 21 fire was discovered in the grass on the shop grounds.

Fire chief Bateman and his trusty crew arrived on the scene, and the only thing they put out was a rabbit. They squirted water on "Br'er Rabbit" and he left his home, headed east. Meat is so scarce in Washington that fireman Decker tore up steen rail lengths of track trying to catch him. Finally a mob of 150 "blood thirsty" shop employes gave the rabbit a run for his money, but he was too slow, died a glorious death and did his bit toward relieving the food situation in Washington.

Also understand M. W. Luke, general boiler foreman, was in the chase, with blood in his eyes, but if any further information is desired, ask Luke, as the writer wants to keep out of the hospital.

Cincinnati Terminal

Correspondent, T. W. Calvin, *Transportation Department*

Divisional Safety Committee

E. T. Horn.....Chairman, Supervisor of Transportation
J. H. Meyers.....Trainmaster
J. M. Mendell.....Road Foreman of Engines
L. A. Cordie.....Assistant Terminal Agent
Dr. G. R. Gaver.....Medical Examiner
J. M. Burke.....Car Foreman
H. P. Hogan.....General Foreman
G. A. Bowers.....General Foreman
T. Mahoney.....Supervisor

Rotating Members

E. R. Hottel.....Machinist
H. W. Kirbert.....Engineer
C. R. Doolittle.....Yardmaster
G. Hurele.....Inbound Foreman
R. H. Searls.....Claim Clerk

James A. McDevitt, Jr., formerly secretary to A. N. Martin, industrial agent at Cincinnati, Ohio, has been commissioned at the Fort Omaha training camp as First Lieutenant in the Signal Officers' Reserve Corps. Shortly after the outbreak of the war Lieutenant McDevitt enlisted in the United States Aviation Corps. Two other brothers have joined the colors and have showed their willingness to offer up their lives on the altar of patriotism. They are Lee J. and Thomas K. McDevitt, and are in Battery D, One Hundred and Thirty-sixth Field Artillery, now stationed at Montgomery, Alabama. Lieutenant McDevitt's rapid promotion is deserving of warm praise. It is to be hoped he will add new honors to the colors he loves so well.

A. J. Keene, employed for a number of years as M. C. B. clerk at Storrs repair yard, has been appointed car foreman at Seymour, Indiana.

New employes at Storrs repair yard are Miss Mabel Schmalzel and Miss Mary Ryan. These charming young ladies are the first women to be employed at this point, with the result that the office now has a greater number of visitors than ever before.

Lee Silvers, who was assistant wreckmaster at Storrs, has left the Baltimore and Ohio to accept the position of general car foreman for the Southern Railway at Somerset, Ky.

Miss Gertrude Clay entertained the U. S. W's and the Storrs office force with a dance and card party at her home. The prize for the best waltzing was won by J. Auberger and C. Swepston. It is said that, as a waltzer, Vernon Castle has nothing on these two.

When soldier trains are being handled, Eighth Street depot presents a picture like a country fair. The girls come down in their Sunday best to meet relatives and sweethearts that are going through Cincinnati to the cantonments. Peanut and candy vendors reap a harvest, for it seems that all the khaki boys have a sweet tooth. Although facing a grim future, the soldiers appear carefree and happy.

General yardmaster Wiehe had the misfortune to have his auto stolen. About three weeks later it was found in a junk shop, partly dismantled. Henry wears his broad smile again, but says he is still sore for having given up a half-day's salary to a clairvoyant, who told him that his machine was "going south with a dark man named Rastus at the wheel."

W. J. Robinson has been appointed yardmaster in place of C. R. Doolittle, resigned to accept service elsewhere.

Yardmaster "Jim" Fallon, popularly known as "Handsome Jim," is so popular with the girls in the offices of industries in his territory that to get him on the telephone it is only necessary to call three or four of the switchboard operators along the route he usually travels. They hasten to locate him at Jarecki's or wherever he may happen to be, then extend to him the courtesy of their telephone service. It surely does pay the yardmaster to be on a good side of the telephone girls.

The terminal dispatchers are being moved from Eighth Street to new quarters at Cincinnati Junction. Dispatcher Todd says that when he gets installed in the new place the boys will have to wipe their shoes and take off their hats before invading his sanctum. Since Todd "showed up" the "bunch" by appearing at the banquet in full dress, he is getting advanced ideas about things.

Edward Beckman and Frances Clark are new employes in the office of supervisor of terminals.

The following jingle was perpetrated by an employe in the Mechanical Department at Cincinnati.

Influenced by a feeling of excessive modesty, he writes under the nom de plume of "Slippery Elm." If this passes the censor, he expects to offer another contribution at some future time when the muse happens to move him.

Trouble Along the Line

Just as 94 pulled in the yard,
"Heine" Myer's men were working hard;
Myer jumped out with a hop and a slide—
Saying: "Put some sloppy dope on the trailer side."

FOX RAILROAD

AT OUR REGULAR RAILWAY DISCOUNT



We are making the same discount to Telegraph Operators, and to other Railway Employes, that we are offering to the various RAILWAY SYSTEMS—25% discount—with the additional concession of allowing payment to be made monthly if not convenient to pay all cash.

The price of the Fox Typewriter, with regular equipment, is $100.00, but our **Railway Discount** of 25% reduces this to $75.00.

Send any amount you can spare, from $5.00 up, as a first payment, and pay $5.00 monthly. 5% discount for all cash. If $10.00, or more, is sent with order **we will include free** a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

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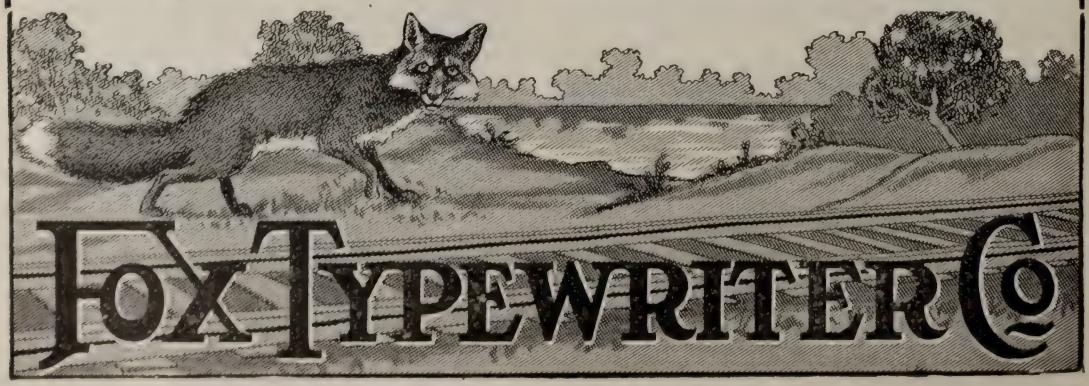
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in the Baltimore and Ohio Employes Magazine and a number of exclusive features of its own

The ordinary typewriter will not meet the requirements of the telegraph operator. Our New Fox Telegraphers' Model is a revelation in completeness, durability, ease of operation and special automatic features. It is fully Visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

The Famous Fox Telegraphers' Keyboard has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on other typewriters.

These typewriters are strictly new stock, up-to-the-minute in every detail, complete with telegraphers' keyboard, any size or style of type, shift or shiftless, rubber covers, two-color ribbons and are guaranteed for three years from date of purchase.

Please order direct from this offer, mentioning the Baltimore and Ohio Employes Magazine, and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



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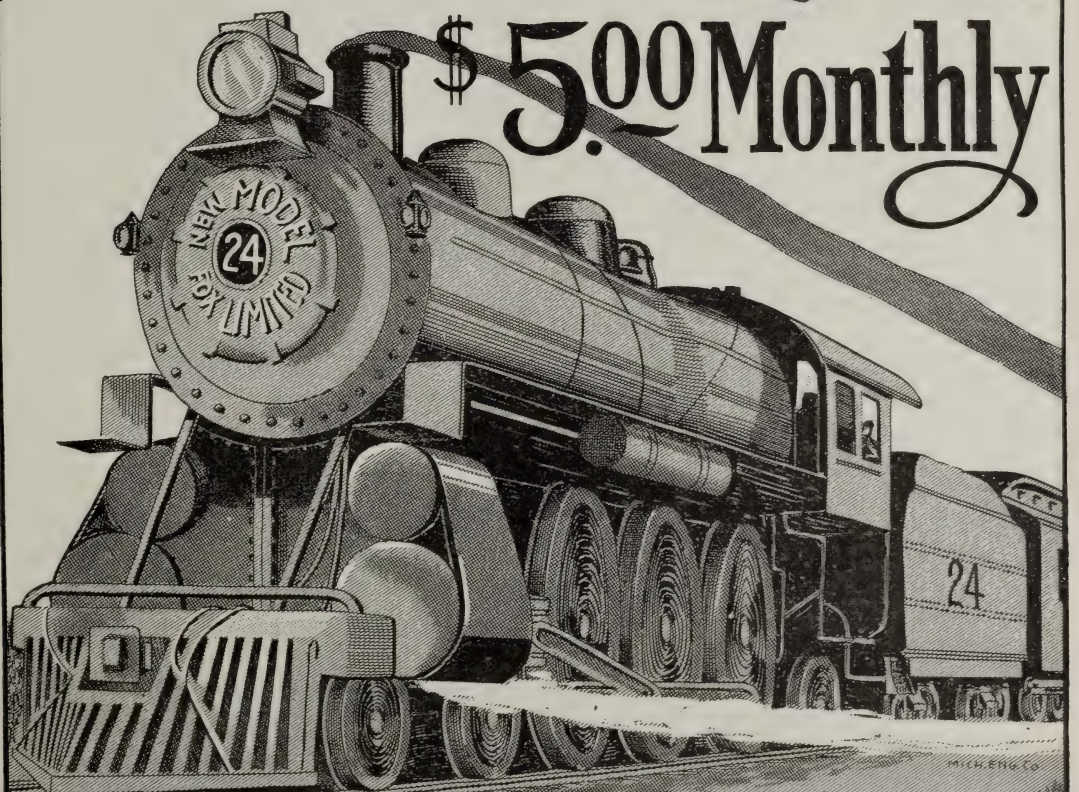
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Highest Quality in the World



$5.00 Monthly



GRAND RAPIDS, MICH.

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Storrs well knew by the sound on the wire,
That the man on the phone was "Heine" Myer,
They asked him why the trains don't ride,
And he says: "Put some sloppy dope on the trailer side."

Then when 90 comes up at noon,
You can bet two to one that Myer will be there soon,
He runs between the cars with a hop and a slide
Shouting, "Put some sloppy dope on the trailer side."

Same old "Heine" with the same old tune,
Singing it out every morning and noon,
Same old hop and the same old slide,
"Put some sloppy dope on the trailer side."

Illinois Division

Correspondent, C. D. Russell, *Extra Train Dispatcher*, Flora, Ill.

Divisional Safety Committee

C. G. Stevens.....Chairman, Superintendent
L. F. Priest.....Secretary, Secretary to Superintendent
K. S. Pritchett.....Trainmaster
J. W. Odum.....Trainmaster
W. F. Harris.....Master Mechanic
F. Hodapp.....Road Foreman of Engines
Dr. J. P. Sellman.....Medical Examiner, Washington, Ind.
Dr. H. H. McIntire.....Medical Examiner, East St. Louis
H. E. Orr.....Master Carpenter
C. S. Whitmore.....Signal Supervisor
M. F. Wyatt.....Supervisor
G. H. Singer.....Agent, East St. Louis
C. S. Mitchell.....Agent, Flora

Rotating Members

H. W. Creager.....Engineer
L. R. Peeples.....Fireman
R. R. Parish.....Conductor
N. McDonald.....Brakeman
J. E. Howard.....Machinist
John Roche.....Boilermaker
A. W. Heninger.....Car Inspector
J. J. Shannon.....Track Foreman

Toledo Division

Correspondent, I. E. Clayton, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

Ross B. Mann.....Chairman, Superintendent
E. J. Correll.....Vice-Chairman, Assistant Superintendent
R. W. Brown.....Trainmaster
F. J. Parrish.....Division Engineer
I. E. Clayton.....Division Operator
Morton Dibbling.....Machinist
Fred Irey.....Road Engineer
F. McKillips.....Yard Conductor
Mildred McCarthy..Secretary, Secretary to Superintendent
Dr. F. H. Hutchinson.....Medical Examiner, Relief Department, Lima, O.
Dr. R. C. Potter....Medical Examiner, Relief Department, East Dayton, O.

Margaret O'Connor, stenographer in the superintendent's office, has returned from her vacation, which was spent at Montgomery, Alabama, visiting her brother, who was recently appointed chaplain at Camp Sheridan. She also took the time to call on several boys formerly employed in the division offices, who voluntarily enlisted in Battery D, now in training at that point.

Miss Agnes McBride, stenographer, Maintenance of Way Department, has resigned to accept appointment as stenographer in the government service at Washington.

Toledo Division, especially Toledo Terminal, did their bit in helping to make the second Liberty Loan a success. Toledo Terminal employes subscribed for bonds to the amount of $10,600 and are to be complimented for their good work.

Miss Kathryn O'Connor recently spent a few days in Cincinnati and while there was bridesmaid for Miss Helen Skelling, of Avondale.

Miss Isabelle Augspurger, car distributer's stenographer in the superintendent's office for the last six months, resigned November 24 to accept a position with a legal firm.

R. O. Craft is sporting a new pipe built along strictly military lines and looks like one of the new Springfield rifles. Here's hoping that he does not get mixed up in another auto accident and lose it.

Miss Eunice Sponjensky has accepted a position as stenographer in the superintendent's office.

Sandy Valley & Elkhorn Railway

Correspondent, George Dixon, *Chief Clerk*

Divisional Safety Committee

H. R. Laughlin.....Chairman
A. W. White.....Supervisor M. & W. Department
D. W.. Blankenship.....Section Foreman
S. H Johnson.....Engineer
E. E. Cassidy.....Fireman
J. M. Moore.....Conductor

You !

By Pauline Worth Hamlin
of The Vigilantes

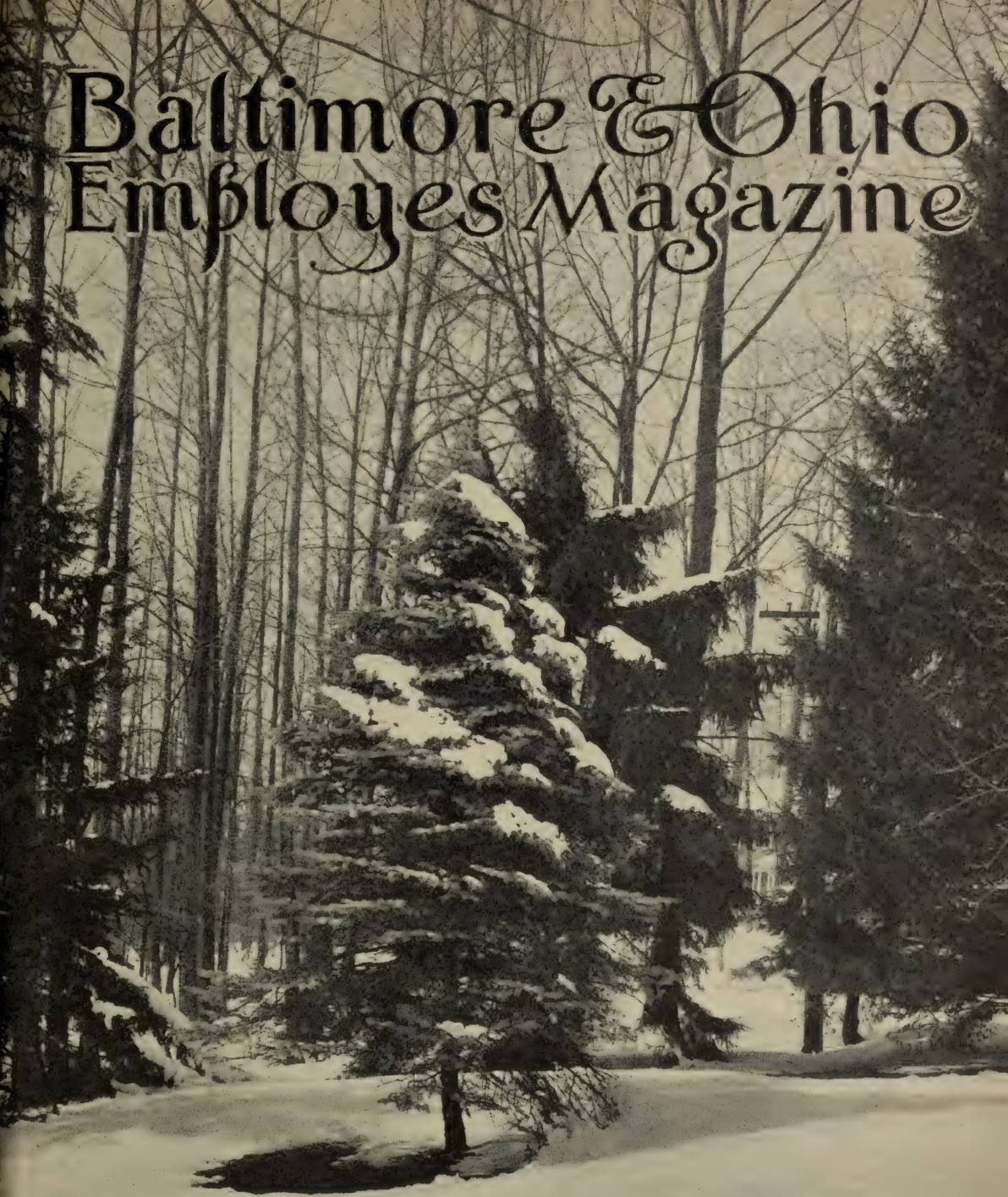
I cannot help wondering if we are going to be driven to a dreadful realization that we are at war when it is too late?

I do not for an instant doubt that were the Germans actually marching through New England, as they invaded France, we would rise as one man and give of our money to the last penny, of our food to the last crumb and of our strength to the last ounce.

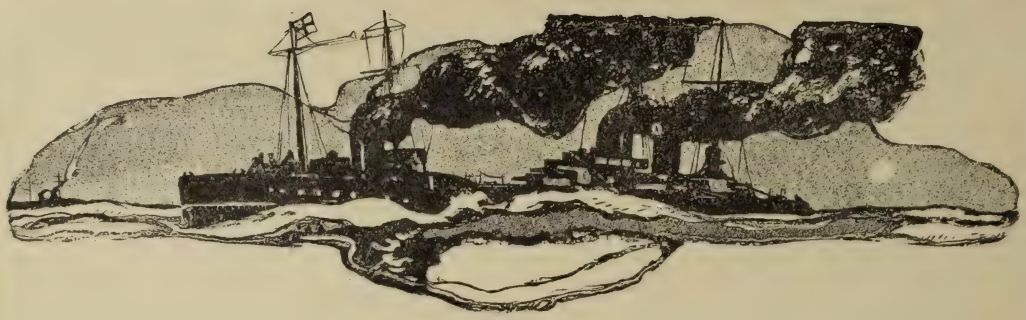
If the American people would only come to the realization that the success of this war depends upon individual service! So many people seem to feel that it does not matter much what they do, so they go on eating sugar, beef and wheat, heedless of the daily appeals for food conservation.

But remember this, your neighbor may think the same way—and his neighbor, and his neighbor, and on and on until the outcome will be that the boys Over There will be putting up a losing fight because *you* thought what you might conserve would not amount to anything. This is the time for egotism to rule. *You* count. Everything *you* save counts. And *you* means *YOU*.

Baltimore & Ohio Employes Magazine



January 1918



"Clear Decks for Action!"

WHEN this command is given on one of Uncle Sam's fighting ships every man springs to his post—there is no delay, no hitch, each individual knows his duty and performs it like a man.

¶ To those who must remain at home during the war the Government has given this command

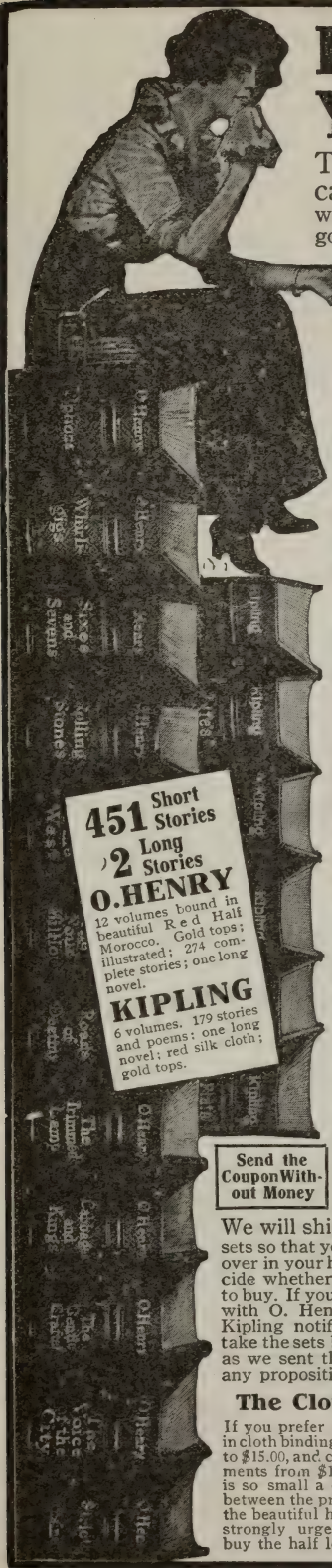
"Learn Thrift and Practice It!"

There is no better method of practicing thrift than to put your money into a home. Heed the warning. Your future, the future of your family depends on it. Each month you have been handing a part of your hard earned salary to a landlord. That's waste. Stop it! Be thrifty. Write today to

"Division S," Baltimore and Ohio Relief Department, Baltimore, Md., and learn just how the Savings Feature of that department will help you to purchase a home from which the expiration of a lease cannot make you move

The Department has properties at the following points along the line of road, which may be purchased on the monthly rental plan

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Connellsville, Pa.	McMechen, W. Va.	St. Joe, Ind.
Flora, Ill.	Midland City, Ohio.	Weston, W. Va.
Garrett, Indiana.		Zanesville, Ohio.



Finish This Story For Yourself—

The girl got $6 a week and was lonely. "Piggy"—you can imagine his kind—was waiting downstairs. He knew where champagne and music could be had. But that night she didn't go. That was Lord Kitchener's doing. But another night?

O. HENRY 12 Volumes

tells about it in this story, with that full knowledge of women, with that frank facing of sex, and that clean mind that has endeared him to the men and women of the land. From the few who snapped up the first edition at $125 a set before it was off the press, to the 120,000 who have eagerly sought the beautiful volumes offered you here—from the professional man who sits among his books to the man on the street and to the woman in every walk of life—the whole nation bows to O. Henry—and hails him with love and pride as our greatest writer of stories.

This is but one of the 274 stories, in 12 big volumes, you get for 37½ cents a week, if you send the coupon

To Those Who Are Quick

KIPLING 6 Volumes GIVEN AWAY

Never was there an offer like this. Not only do you get your 274 O. Henry stories in 12 volumes at less than others paid for one volume of the first edition, but you get Kipling's best 179 short stories and poems and his long novel—without paying a cent. You get 18 volumes, packed with love and hate and laughter—a big shelf full of handsome books.

Send the Coupon and you will understand why O.Henry is hailed as "The American Kipling."

From East to West; from North to South; by all the peoples of the world, O. Henry has been eagerly seized upon as their own. The millionaire and the man who stoically wonders where the next mouthful is coming from, the budding debutante, and the wayward sister, all feel in common the kindly touch of the human heart in O. Henry's stories. One and all have felt that at last here was the chance to see the hearts of every kind of person, to get a world of pleasure, and a library of the best and most worthy literature obtainable.

Send the Coupon and you will understand as never before why other nations are going wild over him.

Why memorials to him are being prepared; why universities are planning tablets to his memory; why text books of English literature are including his stories; why colleges are discussing his place in literature; why theatrical firms are vying for rights to dramatize his stories; why newspapers all over the country are continually offering big sums for the right to reprint his stories.

Send the Coupon Without Money

We will ship the complete sets so that you can look them over in your home and then decide whether or not you wish to buy. If you are not delighted with O. Henry and the free Kipling notify us and we will take the sets back as cheerfully as we sent them. How could any proposition be more fair?

The Cloth Binding

If you prefer the set of O. Henry in cloth binding change price $19.50 to $15.00, and change monthly payments from $1.50 to $1.00. There is so small a difference however between the price of the cloth and the beautiful half leather that we strongly urge our customers to buy the half leather.

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Dr. John Clark Ridpath is universally recognized as America's greatest historian. Other men have written histories of one nation or period; Gibbon of Rome, Macaulay of England, Guizot of France, but it remained for Dr. Ridpath to write a history of the entire World from the earliest civilization down to the present.

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Ridpath takes you back to the dawn of History, long before the pyramids of Egypt were built; down through the romantic troubled times of Chaldea's grandeur and Assyria's magnificence; of Babylonia's wealth and luxury; of Greek and Roman splendor; of Mohammedan culture and refinement to the dawn of yesterday. He covers **every race, every nation, every time,** and holds you spellbound by his wonderful eloquence.

The European War

If you would know the underlying causes which have led up to this conflict, the great racial antipathies, the commercial rivalries, the sting of past defeats, the vaulting ambitions for world empire, you will find them all in Ridpath's History of the World.

Ridpath's Graphic Style

Ridpath pictures the great historical events as though they were happening before your eyes; he carries you with him to see the battles of old; to meet kings and queens and warriors; to sit in the Roman Senate; to march against Saladin and his dark-skinned followers; to sail the southern seas with Drake; to circumnavigate the globe with Magellan. He combines absorbing interest with supreme reliability.

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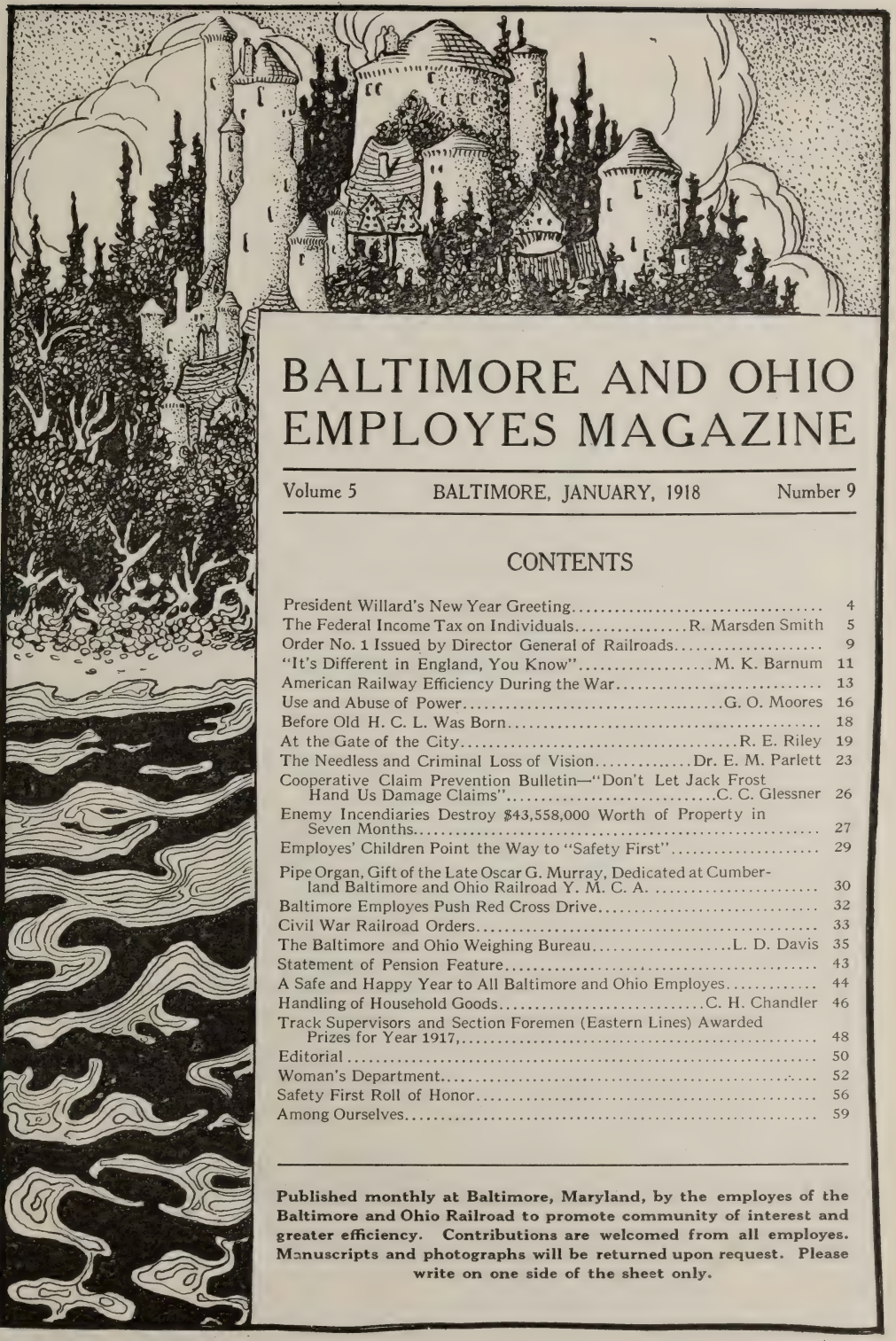
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H.E.SEVER, Pres.
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Please mail, without cost to me, sample pages of Ridpath's History of the World, containing photogravures of Napoleon, Caesar and other great characters in history, and write me full particulars of your special offer to Baltimore and Ohio Employes Magazine readers.

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BALTIMORE AND OHIO EMPLOYES MAGAZINE

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January 1, 1918.

To All Officers and Employes—
Members of the Baltimore and Ohio Family:

Once more I wish to extend to my fellow officers and employes in the Baltimore and Ohio service greetings and best wishes for the New Year just begun.

During the year just ended our country has entered the war, and the President as a war measure has taken control of all the railroads in order that they may be used as one system and in that way be more effective in helping to win the war. Nothing is more important in connection with the entire war program here or in Europe than transportation, and the men who are helping to move the freight and passenger trains safely and in the most expeditious manner possible under all the circumstances, are contributing personally and directly towards the success of the war.

About 2,000 Baltimore and Ohio employes are now in uniform, and it is the duty of those of us who remain at home to do everything we possibly can to strengthen and support those who have so patriotically offered their lives by joining the colors.

I want to urge upon every Baltimore and Ohio officer and employe that he keep constantly in mind the importance of his work as it relates to the war. Under the existing arrangement the work which he is doing for the railroad is of the highest importance to his country, and should be performed with a feeling of pride and patriotic duty. I am confident that Baltimore and Ohio men will do all that can fairly be expected of them in this emergency.

Daniel Willard

President.

The Federal Income Tax on Individuals

By R. Marsden Smith

General Attorney

EXCEPT during a period of about five years in connection with the Civil War, the people of this country have paid no income tax to the Federal Government until Congress enacted the income tax law of October 1, 1913, after authority to levy such had been conferred by an amendment to the Constitution of the United States. By that Act individuals whose net income exceeded $3,000, or, in the case of marriage, $4,000, became subject to pay an income tax at the rate of one per cent., which was called the "Normal Tax," while individuals whose net income exceeded $20,000 were called upon to pay an additional tax, at graduated rates, which was called the "Surtax." By the Act of Congress of September 8, 1916, the rate of the existing "Normal Tax" was increased to two per cent.

After the declaration of war with Germany, in order that our country might be enabled to put the entire weight of its great strength into the war, it became necessary for the Government to raise large additional revenue, and to obtain it quickly, to meet the great cost which is demanded by modern warfare. One of the means adopted for this purpose was the income tax. Congress, therefore, passed an act, which was approved by President Wilson on October 3, 1917, levying an additional "Normal Tax" on individuals at the rate of two per cent., which is called the "War Normal Tax," the exemptions for this tax being $1,000 for a single individual and $2,000 in case of marriage. It also levied an additional "Surtax" at higher rates, and beginning when the net income exceeds $5,000. This last Act is effective for the calendar year 1917, and the result of this legislation is that we now have in effect two Normal Income Taxes, one at the rate of two per cent., where the exemptions are $3,000, and, in the case of marriage, $4,000, and another at the rate of two per cent. where the exemptions are $1,000, and, in the case of marriage, $2,000. A further exemption is provided as to each Normal Tax of $200 for each dependent child under eighteen.

Through this last Act not only is the revenue of the Government to be largely augmented, but the number of people who become subject to it is vastly increased. An important change made by the Act lies in this: While under the earlier Acts a large part of the total tax was collected at the "source," that is to say, deducted and paid to the Government by the person or corporation paying the income, it now becomes the duty of every taxable person to himself pay the entire income tax directly to the Government, except under certain conditions in the case of income received by way of interest from bonds. What was heretofore called "deduction at the source" has been done away with, but as one means of finding out whether any man or woman is attempting to evade his or her obligation, the Government has provided for what is called "information at the source." Whenever any person or corporation pays income to an individual by way of salary, wages, rent, interest (other than bond interest), etc., and the amount paid reaches $800 in any taxable year, the paying corporation or person is required to report to the Commissioner of Internal Revenue the name and address of the individual who received such payment, and its amount.

So that this information may be obtained, the Act provides that such recipient of income must, on demand of the person or corporation making the payment, give his or her name and address.

The first question which one naturally asks is, "Shall I have to pay an income tax?" While that is the first question which suggests itself, the first that must be answered is, "Must I make a return of net income to the Internal Revenue Collector?" The answer to this is, any single person who, in the year 1917, had a net income of $1,000, or over, must make a return. In the case of a married person, the amount is $2,000, considering the income of the husband and wife together, though in this case it may be later decided there should be added an additional amount of $200 for each dependent child under eighteen years, or of any age if mentally or physically defective, and so incapable of self-support. This figure of $2,000 also determines whether a "head of family" should make a return, by which is meant a person who actually supports one or more individuals closely related to him by blood or marriage, and who controls and provides for such by reason of some moral or legal duty.

The return must be made not later than March 1, 1918, and must be filed with the Collector of Internal Revenue in the district of the tax payer's legal residence or principal place of business. If these happen to be in different districts, then the place of filing is optional with the tax payer, though for the sake of facilitating our Government in collecting the tax it is preferred to have the return filed in the district where is one's legal residence. Aside from the desire which we should have at this time to do our part promptly, it is well to keep in mind that failure to make the return within the time may result in a penalty of from $20 to $1,000, while further, one may be liable to fifty per cent. additional tax.

Now, of course, as the necessity for making a return at all arises from the fact of having a net income of $1,000 or $2,000, one must know how to find net income, and make the necessary calculation. Each person must work this out for himself with such assistance as may be available, in addition to the instructions given by the Government on the official form of return. In this article it is only possible to outline generally what the Government means by "net income," though in the greater number of cases, until the point is reached where the "Surtax" begins, it is thought the instructions on the Government form will be sufficiently clear. This form is not yet ready, but when it is, may be obtained at the office of Internal Revenue Collectors throughout the country.

"Net income," for the purpose of determining whether a return must be made, means total income less deductions allowed by the law. Whether any tax will be due depends upon whether the net income thus found exceeds the exemptions of $1,000 for a single person, or $2,000 for a married person, or head of family, plus any additional amount which may be added for dependent children.

First, there should be determined one's gross income received within a tax year from all sources, excluding therefrom any amount which under the law is exempt, and which need not be reported. Income of the following classes is not taxable:

1. Proceeds of life insurance policies paid to individual beneficiaries.

2. The amount received by the insured, as a return of premium paid by him under life insurance, endowment, or annuity contracts, either during the term or at the maturity or surrender of the insurance contract.

3. The value of property acquired by gift, bequest, devise or descent. Income from such property, however, is taxable.

4. Interest upon the obligations of a state, or political sub-division thereof, or of United States, except in the last case the income of such is exempt only as provided by the act under which the obligation is issued.

5. Interest upon the obligations of any possession of the United States, or securities issued under the Federal Farm Loan Act of July 17, 1917.

6. The compensation of officers and employes of a state, county, or municipality when that compensation is not paid by the United States.

After having eliminated from one's total income any amount which may be exempt under one or more of the foregoing classes, the law allows the following "deductions:"

1. Necessary expenses paid in carrying on the business or trade, not including personal, living or family expenses.
2. Interest paid during the year on indebtedness.
3. Taxes paid within the year.
4. Losses actually sustained during the year incurred in business or trade when not compensated by insurance.
5. In transactions entered into for profit outside of business or trade, an amount of loss actually sustained not exceeding any profits.
6. Debts due but ascertained to be worthless and charged off within the year.
7. A reasonable allowance for exhaustion, wear and tear of property from its use in a business or trade.
8. Contributions or gifts actually made within the year to religious, charitable, scientific or educational associations to an amount not exceeding fifteen per cent. of the individual's taxable net income. Among such a recent ruling of the Commissioner of Internal Revenue includes contributions to the Red Cross, churches, missionary and church building funds.

A few illustrations may be of assistance in finding the amount of net income, and the amount of tax, and, in this, one should keep constantly in mind that there are two taxes, each of two per cent., and two classes of exemptions, as above stated.

Take the case of a single man whose total income is $1,800, all earned by him as salary. He has contributed, let us say, to a charitable association, $20, he has paid $35 taxes, $50 as interest, and has sued on a loan of $200, recovered judgment and has failed to collect on execution. His net income is $1,495 and he is bound to make a return. His exemption here is $1,000, so that his taxable income is $495. He will pay only the "War Normal Tax" of two per cent., or $9.90. In a similar case, where the net income amounts to, say, $3,500 his tax will be two per cent. on the amount above the $1,000 exemption, or $50, and two per cent. on the amount above the $3,000 exemption, or $10, making a total tax of $60.

In the case of a family of husband and wife and three children, whose total gross income is $1,900, no return need be made at all and there is no tax. If in such case their net income is $2,000, a return must be made, but there is no tax. If their net income is $4,000, a return must be made and the tax will be two per cent. on the difference between $4,000 and the total exemptions of $2,600, or $1,400, that is, $28. Again, if the net income is $5,000, the tax will be two per cent. on the excess over $2,600, or two per cent. on $2,400, which is $48, then two per cent. on an amount in excess of $4,600, which is $400, or $8, making the total tax $56.

When the net income is in excess of $5,000, the "Surtax" applies at varying rates, beginning at one per cent. on amounts between $5,000 to $7,000, two per cent. on amounts between $7,500 and $10,000, and so on.

When the individual has made his return, which shows that a tax will be due, his next mental inquiry will be "When have I got to pay it?" The law requires that the Commissioner of Internal Revenue assess the tax and notify the tax payer on or before the next June 1, and upon receipt of this notice the tax must be paid on or before June 15. In case of any amount due and unpaid after June 15, and for ten days after notice and demand by the Collector, there will be added five per cent. of the amount of the tax and interest at one per cent. per month. Payments may be made by cash, or by check, certified or uncertified.

At the beginning of this article, it was stated that the Government needed revenue to be derived from this income tax quickly, in order that it might not be hampered in carrying on the war. Taxable persons should, therefore, con-

sider it a patriotic privilege to pay any tax due as early as possible. Perhaps in some cases this will not be easy. The Government, however, has provided a method which may be of assistance in this respect, in that it will allow the tax to be paid in advance, and in instalments, and any person who desires to take advantage of this plan should confer with the Internal Revenue officers in his district.

In conclusion, just a word as to the taxability of income from War Savings Certificates and Liberty Bonds. As to the first, one person may only own $1,000, but there is no limit for the latter. Up to $5,000 worth of Liberty Bonds, or $1,000 of Savings Certificates, or a combination of the two up to $5,000, the interest therefrom is not taxable under the Income Tax Act. If a husband and wife each own in their own right $1,000 of War Savings Certificates or $5,000 of Liberty Bonds, or each owns a combination of the two totaling $5,000, neither need pay a tax on their income therefrom.

FOLLOW THE FLAG

ARMIES in the field are helpless without the cooperation of the armies at home. Not all of us are capable of fighting in the trenches or on the seas—the greatest army of all must remain in the mines, the factories, the shops, and on the railways. Honors may go with rifle and machine gun; calloused hands and weary bodies may be the portion of the toilers in the industries, but all must work together to help the Stars and Stripes—the Flag of Freedom.

WE ARE AMERICANS

STAND FIRM FOR FREEDOM AND SAFETY

Washington, D. C., December 29, 1917

Order No. 1

Director General of Railroads

Pursuant to the order of the President of the United States, through the Secretary of War, the undersigned, as Director General of Railroads, has taken possession and assumed control of certain transportation systems described in the Proclamation of the President, of which Proclamation and Order, officers, agents and employes of said transportation systems are to take immediate and careful notice. In addition to the provisions therein contained, it is, until further order, directed that:

1. All officers, agents, and employes of such transportation systems may continue in the performance of their present regular duties, reporting to the same officers as heretofore and on the same terms of employment.

2. Any officer, agent or employe desiring to retire from his employment shall give the usual and reasonable notice to the proper officer, to the end that there may be no interruption or impairment of the transportation service required for the successful conduct of the war and the needs of general commerce.

3. All transportation systems covered by said Proclamation and order shall be operated as a National System of Transportation, the common and national needs being in all instances held paramount to any actual or supposed corporate advantage. All terminals, ports, locomotives, rolling stock and other transportation facilities are to be fully utilized to carry out this purpose without regard to ownership.

4. The designation of routes by SHIPPERS is to be disregarded when speed and efficiency of transportation service may thus be promoted.

5. Traffic agreements between Carriers must not be permitted to interfere with expeditious movements.

6. Through routes which have not heretofore been established because of short hauling or other causes, are to be established and used whenever expedition and efficiency of traffic will thereby be promoted, and if difficulty is experienced in such through routing, notice thereof shall, by Carriers or Shippers or both, be given at once to the Director by wire.

7. Existing schedules of rates and outstanding orders of the Interstate Commerce Commission are to be observed, but any such schedules of rates or orders, as may hereinafter be found to conflict with the purpose of said Proclamation or with this order, shall be brought immediately by wire to the attention of the Director.

(Signed) W. G. McADOO,
Director General of Railroads

(POSTED BY THE BALTIMORE AND OHIO RAILROAD COMPANY)



THE FAST COAST EXPRESS, OF THE GREAT EASTERN RAILWAY, ONE OF ENGLAND'S MOST FAMOUS TRAINS

Photograph through the courtesy of R. W. A. Salter, of London, England

"It's Different in England, You Know"

Contrasts in Fast Passenger Equipment

By M. K. Barnum
Assistant to Vice-President Operation and Maintenance

THE photograph on the opposite page which shows the East Coast Express on the Great Eastern Railway of England, is very interesting and illustrates some of the principal details in which the design of English locomotives and passenger cars differ from those used in this country.

Beginning with the front of the locomotive, we find that two spring buffers are attached to the bumper beams instead of the pilot used on American locomotives. Pilots are not considered necessary in England or on the European Continent, as the tracks are generally well fenced and the laws forbidding trespassing are not only strict, but are well enforced. The absence of the headlight used on American locomotives is also conspicuous, as it is considered unnecessary, and two markers on the bumper beam are used instead.

The boiler appears to be much shorter than in locomotives of similar capacity used in this country and the smoke box is also shorter in proportion, probably because of the better quality of coal furnished for English locomotives.

The low, wide running-board, is also conspicuous and might be considered as a "Safety First" feature.

This locomotive is what is commonly termed an "inside-connected" engine with steam chests and cylinders underneath the smoke box instead of projecting outside the frames, as in most American locomotives. This construction requires a crank-axle and main-rods inside the frames, which cannot be seen in the photograph.

The cab is shorter than in American locomotives and appears to be open at the back, which is the usual practice in Great Britain, where there seems to be less necessity for protecting enginemen from severe weather.

The tender is very short in proportion to its height and has only four wheels instead of two 4-wheel trucks, which are universally used under road engines in this country. The large lumps of coal on top of the tender indicate that the English firemen do not have an agreement with the railroad companies in regard to breaking up the lumps, as is the usual practice on American roads.

The passenger coaches differ from those used on American passenger trains, principally in being only about half as long and having side entrances into the various compartments according to the usual practice in Europe. This form of construction does away with the necessity for end platforms, and while it seems to be entirely satisfactory in Europe, some coaches of similar design tried on the Illinois Central Railroad have not proved to be satisfactory to the traveling public.

The lack of a clear-story for lighting and ventilation is a distinctive feature of these coaches which has not been generally followed in this country, although it is the "common standard" of the Harriman lines for new equipment. Dispensing with the clear-story on top of the car permits of a somewhat simpler and stronger construction at a cheaper cost than where the clear-story is used, but this tends to make ventilation somewhat more difficult, and is not as well adapted to artistic effects.

United States Food Administration

Washington, D. C.

To Employes of Transportation Companies:

In the interest of conserving the foodstuffs of the country by the elimination of waste, it is urgently requested that employes of the carriers engaged in the transportation of foodstuffs exercise such care and diligence as will minimize the damage to this class of freight when in the carrier's custody for transportation, and lessen the economic loss.

We appeal to all railroad employes, particularly those engaged in station, yard and train service as a patriotic duty to the nation to exercise such precaution in providing proper refrigeration, ventilation, protection from the weather and care in loading, switching and train handling of carload and less than carload shipments of food products as will eliminate waste.

Observe the slogan "Efficient, Maximum Service," and in so doing you will render an enduring service to your country.

The nation is counting on you.

HERBERT HOOVER
U. S. Food Administrator

American Railway Efficiency During The War

(Extracts from an article in "The Railway Age," January 4, 1918)

THE recent discussion of proposals for new ways of dealing with the transportation system of the country and President Wilson's action in taking control of railway operations during the war has obscured to some extent the remarkable record of accomplishment the railways have already achieved under their own direction and with little assistance from the government.

It is now practically nine months since the United States became an active participant in the great world war, and only a few days less since the organization was formed under which the railroads of the country have been working to perform their important share in the great enterprise. In view of the change in the policy under which their service is to be rendered, therefore, this is an opportune time to review the results of their operations during that period, although their activities have been rather fully described currently in the *Railway Age Gazette* during the past year.

The change in the railway policy of the country is sometimes referred to as an attempt to repair a "breakdown" of the transportation system. Far from having "broken down," however, the railways of the United States during the past nine months and even for a considerable period before that time have made a record for efficiency which, in comparison with many other industries and all previous records of their own, is nothing short of remarkable, especially under the conditions with which they have been confronted.

The cooperation of the railways with the government and the efficient service they have been rendering have been frequently recognized and commented upon by prominent officers in the government in various public statements.

Steps Toward Unification Already Taken

The first definite step toward coordinating the activities of 631 railroads in a national system was put into effect after the first meeting of the Railroads' War Board on April 26, and consisted of a pooling of all the box cars in the country under the direction of the Commission on Car Service. The plan of ignoring competition and placing all railway facilities at the disposal of the government without regard to individual interests was further developed in the routing of the troop movements and of the freight for cantonments and other training camps. The most radical step yet taken was the appointment on November 24 of the General Operating Committee of the Eastern Railroads, with full authority to pool the facilities of the eastern roads to the extent necessary and also to draft locomotives and other assistance from western and southern lines.

If any of these things had been done in any other single year it would have been regarded as marking a milestone in railroad history. In war time, however, all these have not been sufficiently spectacular.

Aside from these three important manifestations of the ability of the railroad executives to think in terms of national service instead of in terms of traffic for their own lines, the achievements of the railways of the United States, under the direction of the Railroads' War Board,

are most specifically recorded in the monthly report recently compiled for the Railroads' War Board by the Bureau of Railway Economics, giving the statistics of freight operation for the month of September and for the six months, April to September, inclusive. These show that the railroads had handled fourteen per cent. more traffic in the six months after war was declared than they had handled in the corresponding six months of 1916, in which year they handled fifty per cent. more freight service than in 1915. They also show that this record-breaking volume of business was handled with practically no increase in facilities as compared with 1916, which means also that there has been very little increase as compared with 1915.

Record Breaking Traffic

While the railroads have also carried a record-breaking passenger traffic, and have transported over 2,052,000 soldiers safely and without delay, the freight service performed is the most important index of their usefulness to the nation. Freight operating statistics since the end of September are not yet available, but the freight earnings as reported by the Interstate Commerce Commission for the ten months, including October, show nearly as much business handled in ten months of this year as in the whole of 1916, while the freight business in October was greater than for any previous month in railroad history. As there was a slight falling off in traffic in September, but a very large increase in October, it is probable that later figures will show an even greater increase in traffic than is shown in the six months' report. The railways have succeeded in securing much more service from every track, every car and every locomotive than ever before in their history. In fact, practically the only material they have had to deal with whose efficiency has not been increased has been the almighty dollar. Even during the month of November they succeeded in reducing the number of unfilled requisitions for freight cars from 140,000 on November 1 to 117,000 on December 1. This represents an increase of only 10,000 in the shortage, as compared with December 1, 1916, when the United States was still at peace.

Troop Movement

One of the first of the military tasks with which the railroads were confronted was the transportation of the enormous tonnage of freight needed for the hurried construction of the army cantonments and training camps. Here competition was in most cases ignored and supplies were routed over the lines that were in a position to give the best service. Agents of the War Board organization were stationed at all camps and concentration points and at military headquarters to cooperate with the War Department officials in every way possible. A total of 134,000 carloads of freight have had to be hauled to the National Army and National Guard camps and approximately 2,500 carloads of food and other necessities are being delivered daily.

Soldiers have been moving in large numbers, both to the seaboard for embarkation and to the various training camps, since about August 1 and the total movement up to date has amounted to over 2,000,000 men. This figure, of course, includes the duplications involved in handling the same men more than once, as to the training camps and later from the camps to concentration points or seaports. Of the total approximately 687,000 men were included in the mobilization of the national army, who were without equipment, but the other soldiers have usually been accompanied by their impedimenta, which has required the use of many express, baggage and freight cars. Of course, all of this traffic has complicated matters and increased the difficulty of moving the freight traffic. While the addition of an equal number of ordinary passengers to the railroad traffic would have been handled without difficulty, the troop movement has required special schedules and 3,600 special trains. Here again the old methods of competition were discarded and the traffic was virtually pooled according to routings worked

out by committees of passenger and operating officials in such a way that the most direct routes were used and no line was allowed to become congested.

The Railroads' War Board has also performed important services in co-operation with the representatives of the Allies in coordinating the movement of export food, munitions and other supplies and the various railroads individually have taken an active part in the campaign for food conservation and for the sale of Liberty Bonds.

Railroad Men at the Front

While the most important part played by the railroads in the work of the war naturally has been in the direction of increasing their normal activities in this country, they have also contributed their share toward the actual fighting. Under the direction of S. M. Felton, director general of railways, nine regiments of railroad men have been recruited in this country and sent to France to aid in building and repairing railroads, shops and terminals, both on and back of the firing line, and some of them have already given a good account of themselves as the first of the forces from the United States to become engaged in actual hostilities. A considerable number of American railroad officers are now engaged in transportation work in France under General Atterbury and another large unit of railroad employes and officers was recently despatched to Russia to organize the operation of the Russian railway system.

Railroad Officers in the Government Organization

The railroads have also furnished from among their officers some of the men most active in the war councils of the government, who have been given leave of absence from their roads and are giving practically all of their time to government service. Daniel Willard, president of the Baltimore and Ohio, chairman of the War Industries Board of the Council of National Defense; Robert S. Lovett, chairman of the Union Pacific, is a member of the War Industries Board and is also the administrative officer appointed by the President to exercise the powers conferred by the priority of transportation act; S. M. Felton, president of the Chicago Great Western, is director general of railways for the War Department, in charge of the organization and despatch abroad of railway forces and materials. (Mr. Felton's title has now been changed to director general of military railways.) W. W. Atterbury, vice-president of the Pennsylvania, is director general of transportation in charge of railway operations in France. Edward Chambers, vice-president of the Atchison, Topeka & Santa Fe, is head of the division of transportation of the United States Food Administration; D. W. Cooke, vice-president of the Erie, is in charge of the transportation department of the Red Cross supply service; G. N. Snider, coal traffic manager of the New York Central, is head of the transportation department of the Fuel Administration.

Railway War Service

Railroads have furnished more service than ever before in their history.
Military traffic handled without abatement of commercial traffic.
Fourteen per cent. more freight carried than in 1916, including 18 per cent. more coal.
Passenger service breaks all records.
Over 2,000,000 soldiers and their equipment transported safely and without delay.
Over 134,000 carloads of freight moved to cantonments and training camps, which still require 2,500 carloads of supplies daily.
Nine regiments of railroad men in service in France.
Box and coal cars pooled and competition ignored in routing of troops and military supplies.
Facilities of eastern railroads pooled under direction of Operating Committee.

Use and Abuse of Power

By G. O. Moores

Assistant Engineer, Electrical Engineer's Office

DO you want to make your job easier? You do, because, being ambitious, you want to be able to accomplish more. Then, perhaps, a word or two which may direct your attention toward another viewpoint of your vocation may not be amiss.

The reasons we work at our daily employment, or "job," may be few or many. In fact, quite a lot of us might say, offhand, that there is only one reason for working, and that is to provide the necessities of life. Such a one is without ambition, without the desire for the better things of life, or at least without that impelling desire which pushes us ever onward in an effort to improve our working and social condition.

Closer analysis, however, will show that with the most of us several influences are at work in keeping us engaged in our regular employment. Not the least of these influences is the pleasure derived from the successful accomplishment of our duties. Consequently, anything which will help us to perform our work more easily, or more successfully, is a desirable thing to know and to practice.

As employes of a large railroad system we are one and all using power of one sort or another. Light, heat, compressed air, electricity or steam are employed by all of us; and as our every task may be facilitated by intelligent (but unwasteful) use of energy, a careful consideration of the ways of producing and using power of different kinds will help us to improve our working conditions.

Passing from strictly mental occupations (even there brain-energy is often misdirected and hence wasted) to occupations requiring the use of physical and mechanical power, we come to a field where efficiency depends on the avoidance of useless movements and the prevention of unnecessary uses of power. Ability in the former is an indication of a master workman; proficiency in the latter is the result of intelligent carefulness.

The total cost of operating the power plants on the Baltimore and Ohio Railroad System, plus the cost of energy purchased in the form of electricity and steam, amounts to over $1,000,000 per annum. A considerable portion of this energy is wasted chiefly through carelessness or indifference. For instance:

When a light is not needed, turn it out.

When the room becomes too warm, turn off the radiators.

Do not keep motors running unnecessarily, as during noon hour, etc.

Turn pressure off air hose when tool is not in use.

Use wrench to tighten blower line attachments to locomotives.

Keep all steam pipes covered.

Keep down the steam and air leaks—escaping energy is lost forever.

Economy in the production of power is of vital importance. Every pound of fuel saved helps to win the war. This has been strikingly illustrated by a recent circular, sent out by the Fuel Administrator of Massachusetts, which is reproduced on the next page in a slightly



Save Coal and Help Win the War

1. Keep boiler tubes clean from soot and scale both inside and outside.
2. Stop air leaks in boiler settings, flue doors and cleaning holes.
3. Repair leaky steam pipes and valves.
4. Keep side and bridge walls free from ashes and clinkers.
5. Keep ash pit cleaned out.
6. Keep your fire thin as your draft allows.
7. Fire at short intervals and in small quantities.
8. Keep your fire bed level by spreading coal over thin spots.
9. Do not stir your fire unless necessary. To do so will cause clinkers.
10. Do not fire lumps larger than your fist.
11. Regulate draft with dampers, not with ash pit doors.
12. Do not allow waste of power plant output.

modified form. This bulletin sets forth in a dozen terse sentences the elements of power plant economy, which all of us will do well to study.

All power plant employes should familiarize themselves with Electrical Department Bulletin No. 10, which deals more in detail with the proper methods of hand firing stationary boilers.

Repair all leaks in the steam, air and water lines, and keep the steam pipes properly insulated.

And in every task requiring the use of power, give careful consideration to using it efficiently and unwastefully, and in that way the tasks will resolve into pleasurable accomplishments, in themselves worthy rewards for the day's work.

Before Old H. C. L. Was Born

THE menu which is reproduced on this page is not graced with choice words from the French chef's vocabulary—hors d' oeuvres, petit fours, grapefruit au maraschino, etc.—but it is very evident that our forefathers who were pioneers in the railroad world did not fare so badly when they sat themselves down at the banquet table. The modern housewife, who is being admonished by the H. C. of L. on the one hand because of the altitude of prices and by Mr. Hoover on the other to conserve food, should become possessed of the green-eyed monster at sight of this list of sumptuous edibles. And it is apparent that the management of the McLure House did not solely concentrate on good things to eat when the menu was being thought out, as witness that part of it below "Confectionary." Note the small cut of a train near the top of the reproduction. Is it not in striking contrast with pictures of the Royal Blue of today? Alas, that such bills of fare should now be but a memory!

BILL OF FARE
FOR
R. R. SUPPER
McLURE HOUSE.



Wheeling, March 4, 1852.

BOILED.
Virginia Hams,
St. Louis Hams,
Tongue.

ROAST.
Turkeys,
Chickens,
Beef,
Venison.

BROILED & FRIED.
Venison,
Fish,
Pigs Feet,
Oysters.

STEWED.
Oysters,
Chickens,

SALLADS.
Chicken Sallad,
Cellery,
Cold Slaw.
OYSTERS RAW.

JELLIES.
Calves Foot Jelly,
Currant Jelly.

FRUITS.
Almonds,
Raisins,
English Walnuts,
Apples.

CHEESE.
Western Reserve,
Pine Apple,
Brandy Cheese.

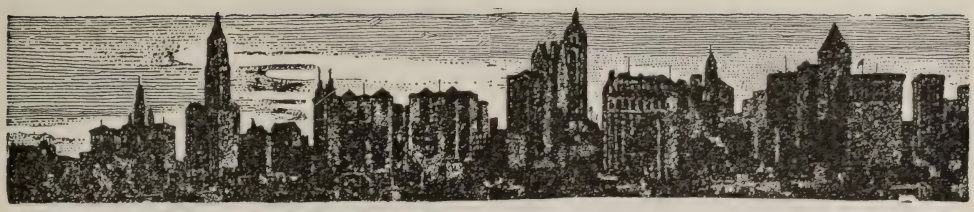
CONFECTIONARY.

Coffee,
Green Tea,
Black Tea.

WINES, &c.,
Pure Grape Juice, Wheeling Vintage,
Champagne, Heidsick,
Yriats Golden Sherry,
Old Madiera Wine,
Scotch Ale,
Kennett Ale, Wheeling B.
Old Hennessy Brandy, Vintage 1811,
Old Cogniac " " 1834,
Old Monongahela Whisky, " 1834.

The original menu was presented to vice-president Thompson by F. L. Carenbauer, manager of the McLure House.

Apparently the supper was held in celebration of the beginning of the construction of the Baltimore and Ohio at Wheeling, as our railroad was not completed in that section until December 25, 1852, and was formally opened to traffic on January 1, 1853. As will be noted the date on the menu is March 4, 1852. The road was completed when the roadbed from east and west was joined at Roseby's Rock and the Baltimore and Ohio line, the first to cross the Alleghenies, thus created a new era in the railroad world.



At the Gate of the City

By R. E. Riley

Instructor in Interstate Commerce, La Salle Extension University

THE railroad station is today's counterpart of the gate to the walled and fortified city of yesterday.

Through its gate enter and depart our modern caravans, freighted with the supplies and intelligence necessary to our well-being and enlightenment and with the surplus of our regional activity destined to the great marts of the world.

How then about the keeper of the gate?

In the olden days the keeper of the gate was a personage of considerable prominence in the affairs of the city.

A military strategist; a customs representative; a rough and ready lawyer, judge, advocate, and jury; a police officer; a business man; and, above all, a community booster.

A man chosen for his bravery, good judgment, and tact, whose chief concern was the safety of those entrusted to his care and the promotion of their interests.

How many of our present day railroad men appreciate the similarity of their employment to that of the ancient keeper of the gate and realize that with the passing of time their obligation to the community they serve has not been diminished, but prevails even to still greater extent.

With the traveling public the first point of contact between themselves and a local center or destination, with which they may or may not be acquainted, is the railroad agent—the keeper of the gate.

True, this contact may be slight; it may be only the purchase of a ticket; an inquiry as to train schedule; the leading hotel; the location of Main Street or of Greenbaum's Department Store.

Authoritative information is demanded and a certain amount of courtesy is anticipated.

To be effective the information should be given willingly, in intelligible language, and supplemented with such additional information as the peculiar nature of certain queries may warrant.

Technical information of any sort is not readily understood by the uninitiated the world over.

A certain amount of pains and forebearance is necessary on the part of the keeper of the gate in acquainting the patronage from within and from without with the intricacies of transportation.

To the community he represents, the keeper of the gate can render a real red-blooded man's service by making a study of the needs of the community, by assisting in the development of markets, by locating new sources of supply, by advocating new methods of packing and distribution, and by giving publicity to travel and resort features, and hundreds of other questions with which our cities of today are concerned.

To meet this obligation intelligently you must prepare yourself with the neces-

sary equipment; analyze your actions in the light of the vocation you have chosen; weigh the cause and effect of transportation reforms.

Put as much of yourself into the community as you can.

Your success, that of your employer, and that of the community are inseparable.

The day, if there ever was one, of the "Topsy type" success that "just growed" is past. The student of today is the technically trained man of to-morrow, the man "bringing home the bacon," and the first essential in this is that you are capable in your immediate connection before you warrant consideration for the position above.

Asa Grind was an agent at———when I was a youngster in knickers. I stopped off there late last fall; Asa was still on the job.

In the course of our conversation I inquired of him as to the leading hotel, general business conditions, crop outlook, his prospects, and train departures.

Concerning the hotels, he remarked: "Thar's the Great American up on High Street an' the Bone Aimee 'round the corner; don't know which one's the worst; reckon thar ain't much choice.

"Crops! why, man alive, thar ain't no such thing 'round here nowdays. Something or other been year after year; this year frost got 'em; last year everything burned up; and year 'fore that too much rain; drat it all, man, the feller that farms in this neck o' the woods is a —— fool.

"Business is on the bum; high cost of livin' keeps goin' up; everybody cuttin' down all they kin. The cannin' fact'ry is payin' girls three an' four bucks a day; ust to pay 'em that much a week. The people are takin' it out of circulation, though, just as fast as they get it.

"Boys uptown got a Boosters' Club and are helpin' some; asked me to join, but I am too all-fired took up with troubles o' my own.

"Thar ain't no chance for a ambitious feller the likes o' me on this 'streak of rust.' I've been here goin' on twenty year; always been doin' my work; no kick from headquarters, but they don't seem to know I'm here; guess 'cause I ain't got no pull. Fellers right 'long side me are goin' up sky high.

"The train you gotta take out o' here's due 10.30 to-morror mornin'; she runs about fifteen minutes late, and sometimes two hours; won't make no difference nohow how late she is; that's the only way you kin get out."

Not being a member of the organization, I didn't feel qualified to decorate Asa with the well-merited medal that he deserves, but if I ever have a chance to run across the recording secretary of the Crape Hangers' Union, I shall recommend him without reservation for the position of past master, grand and junior deacon, chief cook and bottle washer, with that body.

Some months later I again had occasion to visit ———, and on alighting from the train, I was at first inclined to the belief that I had misunderstood the call. Surely this could not be ———! Yes, it was, but what metamorphosis had come to pass?

To begin with, the station and the grounds had been rejuvenated; the parkway was bright with the green of newly growing grass; here and there were beds of flowers, and borders of attractive colors were interposed.

The usual litter of waste paper and rubbish was conspicuous by its absence; the baggage truck was serving its purpose instead of being a seat for town idlers. My attention was attracted to a sign, "Help keep the city clean."

An artistic gate to be sure; I must see the keeper.

I was momentarily nonplussed on stepping up to the agent's window to be greeted by a newcomer. The familiar towsled head and figure garbed in the hickory shirt and striped blue overalls was missing.

In his place was a young man of about twenty-eight. He wore a starched collar and store clothes as if to the manner born—the prototype of the young man associated with the big business of our cities, where appearances must be maintained.

Inquiring as to Asa, I was informed that through the death of a relative a legacy in the shape of a small farm had

fallen to his lot, and his resignation had followed as a sequence.

Fortunate Asa! He had at last succeeded in ridding himself of the hydra-headed monster that heretofore had never given him a chance.

More fortunate railroad and more fortunate community in being rid of this discounter of progress—the incubus of——.

"Quite a change since I was last here," I ventured. "Your station seems quite an agreeable departure from the usual eyesore that greeted your visitors."

"Yes, indeed. I like to give the same care to other people's property that I give to my own.

"The parkway out there was originally laid out for the purpose for which I have employed it. Many of our patrons found it a convenient dumping ground for broken chicken coops, shipping containers, and other rubbish and I must confess the place looked more like a junk dealer's break-up yard than a station approach.

"It struck me that if I could have an attractive home, by employing the same principles I could have an attractive station; so on our 'spring clean-up day of the City Beautiful division of the Boosters' Club,' I and my associates made short work of the accumulation of debris.

"A seed salesman gave me a liberal supply of seeds, bulbs, and cuttings as an advertising venture, and you bear witness to the result; it took a lot of hard work, much of my spare time, but the favorable comment it has evoked has amply repaid for the effort employed.

"Yes, sir, we have two good hotels here, the Great American on High Street, and the Bon Ami on Harbor Avenue. Let's see, this is Wednesday. If you are particularly fond of Virginia baked ham and candied sweet potatoes, you will find it waiting for you at the Great American.

"Business has been and is splendid here. The canning factory is working night and day, and when the local season is over, it is going to import fresh vegetables to can throughout the winter until the new crop comes in. Plans are now being drawn for a large addition to the present plant.

"The promotional division of the Boosters' Club has been quite active, and we are definitely assured of the location of several new industries here in the near future that will give employment to seven or eight hundred townspeople.

"There is a splendid demand here for building materials, house furnishing, and ready-made clothing of good cut and texture. The people have been receiving good money for labor and crops, and the bank deposits show an increase of three thousand or more per cent. The materials and supplies must be good. The day of trying out our rural population as the dog for experiments is past—a fact metropolitan dealers would do well to recognize.

"The train you want to take is scheduled to leave here at 10.30 a. m. Just at the present time we are running extra trains for the movement of troops and government supplies, and this coupled with the unusually heavy traffic which we have been enjoying, has raised 'old Harry' with our train service; so we do not always make it, but we know the public appreciate the circumstances and will gladly bear with us for the time being at least.

"Yes, indeed, I enjoy my work. I am learning more every day; there is a great deal to learn at this little station; the town is a hummer and a comer, and I am taking a certain pride in helping to put it on the map. I give close attention to our municipal affairs. I am chairman of the transportation committee, and I try to determine the best plan to employ for the joint benefit of the interest I represent and the community it serves.

"I still find time to undertake vocational training and subscribe to several technical journals dealing with my vocation.

"I am preparing myself not only for the future, but for the immediate position as well."

Oh! keeper of this little gate, how fully you have realized your obligation.

How certain it is that the passing of time will find you ever faithfully discharging your duties at gates of increasing importance until at last you enter the council chambers and sit at the table of the mighty.



When You Get Something in Your Eye—

Don't ask a fellow workman to remove it

The Result may be—



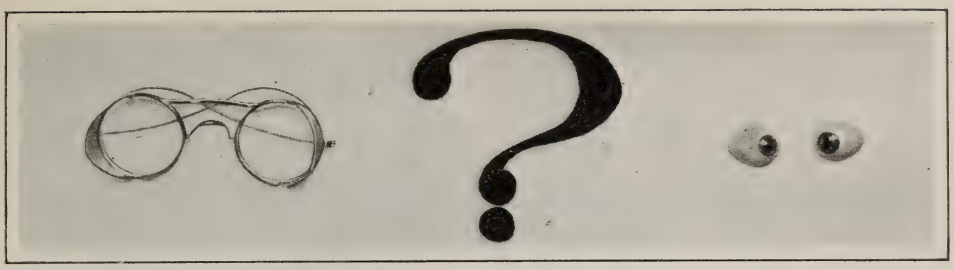
LIKE THIS



Always go to the Medical Examiner or Company Surgeon and have the eye attended to

IN THIS WAY

Your future depends on your eyes,
Do your part in treating them right.
You would confront a lifetime of sighs,
If CARELESSNESS cost you your sight.



WHICH WOULD YOU RATHER WEAR

The Needless and Criminal Loss of Vision

By Dr. E. M. Parlett
Chief of Safety and Welfare Bureau

THAT man is the most courageous and, withal, the most careless and obstinate animal extant is, beyond the semblance of a doubt, quite true. Self-preservation as an hereditary instinct is preeminently a virtue still in evidence, it must be admitted, when the act of preservation is impulsive and intuitive, but quite the contrary, however, when the matter of self-preservation becomes one of prudence or deliberation and coupled with the fact that the destructive agent is vague in character or lacks constancy or permanency of presence and, therefore, necessitating active and continuous compulsion on man that he may act for the safe-guarding of life, limb or physical function.

What could be more infinitely pathetic or what is so immediately and profoundly economically and socially disabling and disfiguring than the sudden and total loss of the eyesight, especially when occurring in life's vigorous prime? What, aside from death itself or total disability, could be more heart-rending, more crushing to the victim himself and to the home unit, or more terrible in its depressing mental effects and so supremely anguishing, than total blindness? Scarcely any disfigurement or loss of other function can compare in its horrible and lingering results with the loss of one's eyesight, be the loser wage earner or capitalist, artisan or artist, plebeian or patrician.

And yet, with consciences and knowledge founded upon obvious facts, men daily and hourly and with willful deliberateness run this terrible and quite useless risk. Men, especially, whose work carries with it a particular eye-hazard and so realized by them. These men, moreover, are gratuitously furnished eye protection by the Company to prevent the disabling and calamitous loss of vision, which is inevitable sooner or later, but who, nevertheless, refuse or neglect to make use of protective goggles thus furnished, either on behalf of their own individual welfare and well-being, or on behalf of their loved ones at home, or yet even on behalf of our Government, voicing, as the Government does at this time, the essentially patriotic duty and profound necessity for the intensive and widespread conservation of man-power at home and the preservation of the wholesome, self-sustaining family unit of America. Never before has this national and humane necessity been so urgently and insistently voiced in the history of this great Democracy.

Some men are merely neglectful or thoughtless; others, new employes, are confused by their unfamiliar duties and surroundings; others deliberately take a chance—the chance in a thousand—to save time on piece-work, hoping to escape injury "just this once;" others object to what they consider burdensome

rules and regulations of whatever nature. Such men consider discipline of whatever character and compulsion, of whatever kind, no matter how beneficial, salutary and wholesome, as irksome and intolerant.

Constant and strict supervision and cheerful and wholesome cooperation with the management in safe practices are essential and cardinal fortresses against the invasion of the common enemy—Hazard. Without these bulwarksagainst unsafe practices, goggles will be totally discarded and negligence, chance-taking and carelessness will reign supreme among employes, following which disaster spells defeat. Safety is a positive proposition; carelessness is a negative one; the moral inference is clear. Thought and intelligence will do more to prevent injuries and deaths than all the safety devices on earth.

Man's duty to himself, to his family and to his Government in the preservation of life and limb and the honor and integrity of the United States in the present crisis is so clear, so well-founded and so emphatic, that the situation brooks of no tolerant nor apathetic response by those concerned. Safety must be *supreme* in the minds and activities of railroad and industrial workers. There is no side-stepping this grave and quite fundamental issue; it is essential to the welfare of the nation, the home, the industry and the individual. Broadly speaking, maimed and sightless men and women are burdens to the nation and a handicap to the prosperity and advancement of the home unit. Why must this subject of eye protection be reiterated again and again? *Why is it even necessary to have rules to compel an employe to safe-guard himself from an obvious hazard to the eyesight?* A hazard preventable by the wearing of goggles while performing a task which involves definite chance of eye injury and blindness?

Because we are speeding up during the war emergency is no reason for chance-taking; there is every reason to the contrary, now that the Government is as dependent upon the industrial soldier as it is upon the marine or the army soldier. The nation's life and future welfare is as much in the safe-keeping of the one as in the other. There is no more important fact for the railroad employe to remember than this. He should think of it with pardonable pride and set upon himself a new and increased value. The nation can ill afford the loss of his services. For every unnecessary risk he runs he is to that degree actually, even if not at the time conscious of the fact, disloyal and unpatriotic to his country. The full measure of this new honor and dignity with which the Government has clothed the railroad and industrial employe is not a light thing nor an honor to be unappreciated by individuals or bodies of wage-earners. Your country places this tremendous value on your services, and your country is simply you multiplied a hundred million times. You have always been the nation's substantial asset—that national asset is compounded now. Be faithful in the support you give your flag; be patriotic in carrying into execution



CLARENCE MERCER

One of Uncle Sam's soldiers, whose services in the national crisis were made possible by the proper use of goggles.

Mr. Mercer, a recent employe of the Newark shops, and the son of Richard Mercer, a veteran Baltimore and Ohio engineer, while chipping a driving box shoe on September 15, 1917, was struck by a flying piece of steel which shattered the goggles he was wearing. Had it not been for the goggles, no doubt his eyesight would have been destroyed.

Thus, not only self-interest but patriotism should compel employes to wear goggles when necessary.



C. R. CHAMBERLAIN

His eyesight was saved by protective goggles on December 16, 1917, while chipping liners off a driver box at Connellsville shops, when a piece of brass flew up and struck the glass forcibly, badly breaking it.

Mr. Chamberlain states that if the eye had not been protected by goggles "serious injury" if not loss of the eyesight would have occurred.

your nation's requests and demands; preserve your health and protect your eyes and your lives that your nation may find you true to her, true to the boys with the colors, and ready and anxious to make further and continued use of your eyes, your brains and your brawn in the services of your country and your flag.

A disciplined nation, which means a disciplined industrial army at home, is as necessary to the winning of the war as a disciplined army at the front.

Patriotism makes cooperation and compliance with discipline an easy task. If you are honest and sincere in your patriotism you will henceforth use safety precautions in your daily work. Every unsafe practice, by its very act and by its immediate and dire consequences, lends aid and comfort to the enemy. *Every life saved to America is equivalent to one dead Hun.* An American wage-earner, who has become blind, is equivalent to one additional enemy in the trenches, and adds one additional pair of eyes to the Kaiser's diabolically ruthless and fiendish forces.

Look at the accompanying illustrations; they place a profound and sinister emphasis on eye protection. With no further hesitancy or delay every employe, without exception, should become a convert to the ideals and practices of safety, and join the humanitarian and patriotic campaign which is being so vigorously waged on the Baltimore and Ohio Railroad for the conservation and preservation of those life-sustaining and life-ennobling physical functions with which nature has so abundantly endowed her sons.

Safety has become a nationalism; nothing is and nothing could be more democratic in plea and purpose.

Win a Prize with Safety Article!

¶Ten dollars is being awarded each quarter of the year to the employe submitting the best original article on Accident Prevention. The present contest period ends March 31. Send your contribution to John T. Broderick, Supervisor Special Bureaus, Baltimore and Ohio Building, Baltimore.

The Baltimore and Ohio Railroad Company

FREIGHT CLAIM DEPARTMENT

COOPERATIVE CLAIM PREVENTION BULLETIN No. 14

Don't Let Jack Frost Hand Us Damage Claims

Now that winter is upon us, it is necessary to consider PROTECTION of PERISHABLE FREIGHT—particularly MERCHANDISE SHIPMENTS.

To start with, it is well to review STANDARD VENTILATING INSTRUCTIONS applying to carloads, which are simple and to the point, *i. e.:*—

"Put in hatch plugs, close hatches and (other) ventilators when temperature falls below freezing. Open hatches and (other) ventilators and take out hatch plugs immediately when temperature rises above freezing. Where special ventilator designs are used on certain cars, close them when the temperature falls below freezing and open them when the temperature rises above freezing."

Keep in touch with the United States Weather Bureau forecasts. When a freeze is anticipated, talk to prospective shippers in your city or town and induce them to withhold shipment for a day or two; often they can do this without loss to themselves or their customers, in any event the loss cannot be greater than if goods become frozen. If, in spite of your warning, a shipper finds it necessary to refuse to withhold his shipment, then sign for shipment "OWNER'S risk of freezing."

There are several successful practices followed by some agents in protecting perishable shipments in warehouses during freezing weather, *i. e.:*—

If any empty refrigerator happens to be standing at freight house, it can be used as protection. Where a great deal of freight is on hand, a charcoal heater will help, but this is not often necessary when the refrigerator is properly closed.

If local train happens to be carrying a refrigerator car, perishables should be loaded in that car.

In freezing weather, when freight is unloaded from local train, get hold of consignee quickly and have him remove his shipment at once. DO NOT FORGET TO USE THE TELEPHONE FREELY—QUICK ACTION COUNTS.

When you can place perishables in waiting-room or office, or where the baggage-room can be warmed from waiting-room (not very much heat is required to protect perishables from freezing), you have a good place to protect perishables awaiting forwarding or delivery.

Where circumstances will not give you the benefit of refrigerator car or heated space and you must hold perishables, load them off the floor. If possible, place them about a foot high. One way this can be done is, to stack the perishables on top of dead freight and then stack more dead freight around them, placing all in center of warehouse—at any rate, away from the walls. If you have bagging, paper, or tarpaulins of any kind, place under and around the perishables.

Another practice, place two sheets of bagging on floor, place perishables on the bagging, then cover all with other bagging. It is better, however, to raise the perishable freight from floor.

If you have a few sacks of potatoes or other vegetables, stand them on end in a rounded heap, cover them with anything handy and in nine cases out of ten you will protect them. If you can stack them off the floor, so much the better.

The idea is to keep the dead, warm air around all parts of the goods evenly. It is the drafts and uneven cooling of goods that does the damage.

Yours for prevention,

C. C. GLESSNER,

Auditor Freight Claims.



Enemy Incendiaries Destroy $43,558,000 Worth of Property in Seven Months

Greatest Fire was at Baltimore and Ohio Piers at Locust Point —They Have Been Rebuilt in Record Time

THE most disastrous of all the fires of suspicious or incendiary origin that have occurred in the United States since this country declared war on Germany took place in October last, when the Baltimore and Ohio Locust Point Pier No. 9 was consumed by flames and Pier No. 8 was partially wrecked. It will be remembered that at that time hundreds of thousands of dollars' worth of war supplies were destroyed in the conflagration, and that a British ship, the "Kerry Range," was almost wrecked.

Within seventy-seven days after these mammoth piers were laid in ruins, they were rebuilt—work that ordinarily would require a year. The day after the fire the Company awarded contracts for rebuilding the substructure—Pier No. 9 to the Empire Engineering Company, and Pier No. 8 to the McLean Construction Company. Frainie Brothers and Haigley built the superstructure on both piers. The completed jobs are a monument to these firms and their employes, who labored day and night, at times with the thermometer around the zero mark.

At the very beginning both firms appealed to the patriotism of the men engaged and urged them to complete the work in record time. It was a tremendous task, but J. E. Greiner and Company, consulting engineers in charge of the work, had the satisfaction of announcing on January 17 "all's well." The Purchasing Department of the Company was a big factor in securing the needed materials—over 5,000,000 feet of lumber was used, and not once was the work delayed by its non-arrival.

According to statistics compiled by the National Board of Fire Underwriters, the total loss in buildings and material since April, due to fires of questionable origin in this country, is $43,558,000. And the work of the incendiaries was not confined to any particular part of the United States, as ruins in many parts of the country show they are operating on an extensive scale. Almost all of the large industries which are indispensable in these critical times have been affected.

The fact that the Baltimore and Ohio received the heaviest blow should impress upon every employe of the Company the importance of how vigilant each should be. It devolves upon all in the service of the Company to be ever in the "crow's nest," so to speak. There is no telling what danger is lurking beyond the horizon, and it is the duty of every employe to safeguard in every way the lives of our workers and the property of the Company—it is a duty we owe to our government and to our soldiers, who must depend on the transportation companies for their needs.

From April until the end of December $43,558,000 in damage was done in fires which, experts say, were of incendiary origin. Reflect seriously on these figures and it can readily be seen what a grave menace it is to have the country overrun with criminals who, at every opportunity, stab Uncle Sam in the back. The agents of the enemy would lay in ruins every granary and storehouse in the United States, so it is incumbent upon us, as true citizens of our country, to spare no effort in checking them in their work. The Company's interests in this crisis are the government's interests, and the government's interests are the people's, so that if for no other reason than our own personal welfare we should be ever on the alert.

In April the losses amounted to $5,555,000; May, $3,692,000; June, $3,800,000; July, $4,140,000; August, $5,101,000; September, $2,875,000; October, $7,820,000; November, $4,850,000 and in December $3,725,000. Note the destruction wrought in October.

While loyal Americans are conserving every ounce of food, fire is destroying it by the thousands of tons. While our industrial forces are working strenuously and vigorously to produce war supplies at a rapid rate, fire is laying vast quantities in embers. The industries affected by incendiary fire losses include flour mills, tanneries, leather factories, car and machine shops, iron mills, navy yard structures, chemical works of all kinds, automobile manufacturing plants, oil works, woolen mills, stock yards, sugar mills, gun cotton plants, arsenals, munition plants, tobacco warehouses, cotton gins, ship building plants, steel mills, coke ovens and mine properties. Thus it will be seen that industries vital to the warfare which we are waging against arrogant monarchs overseas have been seriously affected. This menace must be checked; this attrition of our supplies must cease if we are to keep fit and well our armies in the field, our sailors who are hunting submarines, and our industrial forces at home.

It is impossible for Federal agents and private guards to be equal to the prodigious task of apprehending all suspicious characters, so every true citizen of the United States should be on the look-out for plotters. If an employe's attention is attracted by the suspicious manner of another person, it is his duty to report him at once to a superior. It is too late to report such persons when a vast storehouse is smouldering in embers.

This is merely a matter of patriotism, and all who cooperate with the government in helping weed out such criminals will keep "Old Glory" at the masthead

United States Produces Forty-four Per Cent. of World's Coal

THE coal production of the United States grew from less than a half million short tons in 1830 to 2,000,000 tons in 1840; 15,000,000 in 1860; 71,000,000 in 1880; 158,000,000 in 1890; 270,000,000 in 1900; 502,000,000 in 1910; 590,000,000 in 1916 and estimated at 650,000,000 short tons in 1917.

The United States has been for many years the world's largest producer of coal. In 1913, the year preceding the war and the latest normal year for world production, the United States produced 570,000,000 short tons against 322,000,000 in GreatBritain; 306,000,000 in Germany; 60,000,000 in Austria-Hungary; 45,000,000 in France; 36,000,000 in Russia; 25,000,000 in Belgium and 24,000,000 in Japan. The total world product of that year was 1,478,000,000 tons, our share of that total being approximately thirty-eight per cent. In 1916 our share of the world's product was about forty-four per cent., and in 1917 will presumably approximate forty-five per cent.

Employes' Children Point the Way to "Safety First"

HERBERT CLARK, the ten year-old son of track foreman J. D. Clark at twenty-first bridge (Cumberland Division) discovered a defective track condition at mile post 198-22 at 3.30 p. m. on November 24.

He hastened to inform his father, who was working with the gang over a mile away, and repairs were promptly made.

Herbert is greatly interested in railroading and his prompt action in taking care of the condition he discovered indicates that he will make a careful and valuable employe later on.



HERBERT CLARK

—

THERE is a nine year-old boy who lives with his father, a watchman at the Antietam bridge, near Keedysville, Md., whose name should be written high on the roll of commendations. He is Kenneth Ira Ricketts, and his father is C. E. Ricketts. About two years ago Kenneth and his ten year-old sister, Rosalie Sparmer Ricketts, were on their way to school at Keedysville when they discovered a defective rail. The children reported the matter to their father, who took immediate steps to have the damage repaired. Three months ago the boy found a defect in the track and apprised some trackmen of the fact. A few days later he came across another defect and told his father. On November 3 he found a fourth defect and, after notifying his father, went to Keedysville and reported the matter to the agent. Thirteen days later he made a similar discovery and went to Keedysville, where he notified some trackmen.

In response to a request for pictures of the children the father gave this simple, but pathetic, answer: "We have no photographs. The children's mother has been dead eight years and I don't have much time to take them anywhere to have their pictures taken."

Keep up the good work Kenneth—your alertness and loyalty to the Company which employs your father are an example to many of your elders.

And He IS NOT an Employe

ON the morning of November 27 Samuel Hoffman, a resident of Sleepy Creek, reported a defective condition on the westward track to the operator at Sleepy Creek tower.

Returning from the tower Mr. Hoffman also discovered a similar condition on the eastward track and again notified the operator. Immediate steps were taken to make repairs.

Superintendent Brooke has expressed to Mr. Hoffman his appreciation of his interest in the Company's welfare.

Pipe Organ, Gift of the Late Oscar G. Murray, Dedicated at Cumberland Baltimore and Ohio Railroad Y. M. C. A.

NEVER, perhaps, in the history of the Baltimore and Ohio Railroad Y. M. C. A. at Cumberland was there such a gathering as that which assembled in the auditorium of the association's headquarters on December 28 when the new pipe organ, the gift of the late Oscar G. Murray, chairman of the board of directors, was dedicated. So thronged was the structure that many who sought admission were forced to remain outside. Not only were there stirring and inspiring speeches, but music and singing also enlivened the occasion. The interior of the building was redecorated for the affair, and the praise for this goes to "Ed" Colgate, foreman painter, and his associates. There were many commendatory expressions in regard to Mr. Colgate's work.

The program follows:

Invocation, the Rev. H. E. R. Reck; opening remarks, superintendent George D. Brooke, chairman; presentation of organ, George H. Campbell; offertoire in A Major, Batiste, Mrs. H. Paul Mann; song, "Sunshine of Your Smile," Baltimore and Ohio Glee Club; address, H. O. Williams; solo, "Rose of My Heart," C. L. Colley; (*a*) Piere—Berceuse—Guilmant, (*b*) Largo—Handel, Mrs. H. Paul Mann; remarks by visiting officials; solo, "I Am Neptune, King of the Deep," Ray Thuss; "Quick March," Wely, Mrs. H. Paul Mann; solo, "The Land of Long Ago," O. J. Brady; Star-Spangled Banner, Glee Club and audience.

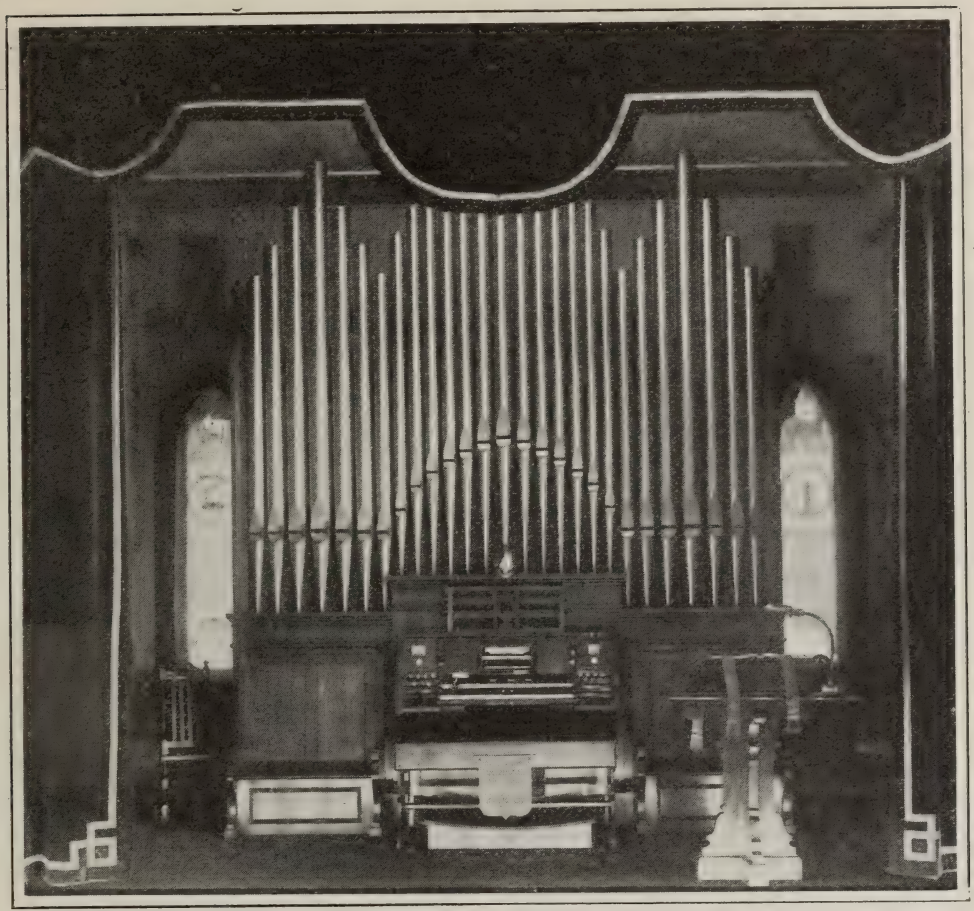
Superintendent Brooke, who presided, delivered the address of welcome to the visiting officials and audience. He introduced George H. Campbell, assistant to President Willard, and a trustee of the estate of the late Mr. Murray. In presenting the organ to the association, Mr. Campbell dwelt on the many deeds of kindness and charity done by Mr. Murray, and also paid a high tribute to his memory. An endearing tone marked Mr. Campbell's panegyric of the noble, kind-hearted gentleman that Mr. Murray was. He also spoke of his remarkable career as a railroad man, and the wonderful achievements he had attained.

H. O. Williams, international secretary, Railroad Y. M. C. A., congratulated the association on the handsome gift of Mr. Murray, and the many other presentations which the organization has received from officials of the Company. He was spirited in his address on patriotism, loyalty and efficiency. He defined each subject in such an interesting, clear and convincing manner, that he showed one could not be thought of without the other in the present crisis. In other words, that the three subjects are allied in concrete form. His utterances made a deep impression on his auditors.

Mrs. H. Paul Mann, organist, displayed her fine talent by giving excellent interpretations of the great masters. The superb quality of the organ was manifested when the hall was filled with the melodious strains from the instrument. An interesting and enjoyable feature of the evening was the singing of "Sunshine of Your Smile," by the Baltimore and Ohio Shop Glee Club, C. L. Colley, leader. The club also sang several other numbers which were greatly appreciated.

The Glee Club is composed of the following: C. L. Colley, leader; O. J. Brady, F. P. Brady, C. C. Chandler, H. E. Wise, M. G. Kreiger, A. Y. Wislon, C. R. Fisher, C. P. Shaffer, E. Drenning, G. H. Swetzer, C. B. Conners, E. B. Murry, H. Childs, S. E. Hudson, J. Gorman, E. F. Warner, R. C. Thuss, G. Little, P. J. Lee and J. W. Stevens.

Certainly, their efforts helped enliven the affair in a great measure. Mr. Colley sang in a rich tenor voice "Rose of My



PIPE ORGAN AT CUMBERLAND BALTIMORE AND OHIO RAILROAD Y. M. C. A., GIFT OF THE LATE OSCAR G. MURRAY, CHAIRMAN OF THE BOARD

PRESIDENT WILLARD GAVE THE BEAUTIFUL VELOUR CURTAIN

Heart," and was followed by Ray Thuss, one of the shop boys, whose splendid basso was heard in "I Am Neptune, King of the Deep." One of the auditors remarked that the low notes at the close of the song "seemed to rumble beneath the seats."

An enthusiastic patriot, Daniel Annan, president of the Second National Bank of Cumberland, was recognized in the audience and he was called upon to say a few words. He gave a very interesting talk on thrift, a subject which is of paramount importance these days. Aside from his interest in civic affairs, Mr. Annan is doing all he can to help America win the war. Among others who gave short but helpful addresses were general master mechanic A. K. Galloway, master mechanic Pfahler, engineer F. F. Hanley and E. K. Smith, secretary of the Baltimore and Ohio Y. M. C. A. Mr. Smith spoke of the changes that had taken place in the association's headquarters since the days when he, as a brakeman, used to run to and from Cumberland. He recalled the time when a hotel stood upon the site on which the Y. M. C. A. building now stands. He wished the local organization much success in the future.

The meeting came to a close when the Glee Club and the audience sang the "Star-Spangled Banner." It was an occasion

that will long be remembered by those who attended.

Much regret was expressed over the absence, through illness, of general claim agent C. W. Egan. Mr. Egan in the past has been indefatigable in his efforts to make the Cumberland organization of the association such a splendid institution, and he, in conjunction with Mr. Campbell, was mainly instrumental in having Mr. Murray's gift presented to the Baltimore and Ohio Y. M. C. A. at that town. And many of the other gifts to the organization, a list of which is below, were offered through his solicitation. He was represented at the gathering by Mrs. Egan, who was presented to the audience.

The committee of management wishes to express its appreciation of the following gifts to the association:

Curtain and balance, president Daniel Willard; carpet, vice-president George M. Shriver; pulpit, vice-president Arthur W. Thompson; bible, George H. Campbell, assistant to president Willard; bible markers, James S. Murray, assistant to president Willard; collection plates, J. T. Leary, comptroller; organ lamp, C. W. Egan, general claim agent; pulpit lamp, Charles C. Peery, assistant general claim agent; H. L. Stires, chief clerk to general claim agent; R. B. Banks, division claim agent; Robert L. Jones, claim agent; platform chairs, Hugh L. Bond, Jr., general counsel; stained glass window in memory of C. L. French, Baltimore and Ohio Railroad employes; stained glass window in memory of the late Ex-Governor Lloyd Lowndes, Tasker G. Lowndes; stained glass window, John M. Streett; windows dedicated to Dr. John P. Munn, chairman, Railway Department Y. M. C. A.; H. O. Williams, international secretary, Railroad Y. M. C. A. and C. W. Egan, general claim agent; painting and decorations by Cumberland Division employes, Edward Colgate, foreman.

Baltimore Employes Push Red Cross Drive

A COMMENDATORY reference is particularly appropriate at this time regarding the whole-hearted support given the recent Red Cross "drive" for new memberships by the Baltimore and Ohio officers and employes at Baltimore, Md.

This campaign was conducted under the supervision of James S. Murray, assistant to president, chairman, with whom were associated as his assistants F. H. B. Bullock, George W. Seabold and John T. Broderick. Mr. Murray and his committee made a thorough canvass of every employe located in Baltimore, the matter of interviewing them in most cases being handled by the chief clerks of offices and the foremen of shops, to whom too much credit cannot be given. The result was more gratifying than the most sanguine could expect, a number of the offices and shops showing practically a 100 per cent. response—quite unusual when we consider the numerous enterprises that have received the financial support of Baltimore and Ohio people during the past few years on account of the war and otherwise. However, Baltimore and Ohio employes can usually be depended upon in an emergency, and this was no exception to the general rule.

While most of the departments deserve special mention for the manner in which they generously contributed, it is to Mt. Clare shops that the blue ribbon must go, for out of a total of 2,300 employes, 2,046 contributed through the Baltimore and Ohio campaign, the others having already taken memberships before our people approached them. In other words, it shows Mt. Clare making a 100 per cent. contribution.

The campaign closed Christmas Eve, with 4,342 of our officers and employes subscribing for a total of $4,558, check for which amount was turned in to Red Cross headquarters by Mr. Murray.

Mr. Murray wishes, through the columns of the MAGAZINE, to personally thank the different departments and individuals for their loyal support in bringing the "drive" to such a successful termination.

Civil War Railroad Orders

AN EXCHANGE has discovered an interesting relic of the Civil War in the form of a general order issued by the Headquarters Department of the Cumberland. The order gives a very good idea of the restrictions imposed upon travel during the Civil War as compared with the abnormal service being supplied by American railroads now. The order reads as follows:

NASHVILLE, TENN., February 14, 1865.

General Order No. 10.

The increased Rolling Stock of United States Military Railroads being now ample for Army purposes, and to encourage Loyal Citizens to resume their wonted occupations, it is hereby ordered:

I. That all Military Railroads in the Department of the Cumberland, be opened again to Private freight and travel, the rates of freight and fare to be prescribed by the General Superintendent of the Railroads, in conjunction with the Chief Quartermaster of the Department. No such freight will be transported from Nashville, until after due inspection by authorized Inspecting Officer here, and none from other points except upon the order of the Post Commander, or Provost Marshal, at such points, after careful Inspection, as required by existing orders. All such freight must be prepaid.

II. The Express Company will be allowed two (2) cars per day, over the main line of roads, and one (1) per day over all others, for the general purposes of their business; these cars to be furnished by the Express Companies, and attached to Passenger Trains, and such charges to be made for the motive power thus supplied by the Government as the Chief Quartermaster may deem necessary.

III. All officers and soldiers traveling under orders from Department, Corps, District or Post Headquarters, or from the Military Department of the State of Tennessee, or on leaves of absence, furloughs or discharges, will be transported free of charge, with their necessary baggage; also, all Civil Employes of the various Staff Departments, with their necessary baggage, when traveling under orders or discharges from the Officer in whose employ they are or have been, or on Passes from the Chief Quartermaster. Employes of the Railroad Department, under orders or discharges, will be passed free, with their necessary baggage, on Free Passes, furnished by Superintendents.

IV. All other Citizens bearing the usual Provost Marshal's or Military Pass, from Department or District Headquarters, will be passed with their necessary private baggage only, after due inspection of this by proper Inspecting Officer, on payment of the established rates. Free Passes to Citizens, in order to provide for Refugees, Contrabands, and other such necessitous cases, will be granted, and should bear the written signature of the Officer issuing them, or of the Staff Officer, or Assistant Quartermaster, authorized to use the same. Stamped signatures will not be recognized.

V. No Private Freight will be allowed in cars with Public Freight; nor will passengers be allowed on Freight Trains. The travel referred to herein, whether Military or Civil, must be confined exclusively to Passenger Trains.

VI. These regulations are established only for the accommodation of persons in the Military Service, and of Loyal Citizens, and the Chief Quartermaster of the Department is authorized to suspend the privileges herein granted to Citizens, in part or wholly, and for such periods of time as he may deem necessary, whenever in his opinion they will prove prejudicial to Military Service. The shipment of Troops and all necessary Army supplies must first be considered; after that the travel and freight and Citizens will be allowed, when the Quartermaster Department can afford the transportation, but not otherwise.

WM. D. WHIPPLE,
Asst. Adjutant General.

You Are the Safety Man in Your Own Home

1 Eat the proper amount of nourishing food.
2 Breathe all the fresh air possible.
3 Take regular daily exercise.
4 Get sufficient sleep.
5 Keep clean.
6 Be regular in your habits.
7 Wear the proper clothing.
8 Be temperate in all things.

¶ These are eight fundamental health rules—try to keep them in mind.

¶ Nature is very generous and with a little reasonable and intelligent cooperation she will always go more than half way to keep you in good health.

Prepared by and issued under the auspices of the Health Service Section of the National Safety Council

The Baltimore and Ohio Weighing Bureau

By L. D. Davis

Supervisor of Scales and Weighing

THE matter of scales and weighing of a great railroad system is so extensive in its various ramifications that in a limited article only some of its most general aspects can be touched.

After freight rates had been definitely fixed and published, it became incumbent that weight, a factor of equal importance in computing freight charges, should be no less accurate. Accordingly a Weighing Bureau was organized by the Baltimore and Ohio in December, 1908, for the primary purpose of protecting freight revenue by obtaining accurate weighing, for it is much more difficult to check weight than rate. The latter is definitely fixed and published, so that it is comparatively simple to check the rate shown on billing against the tariff and fix responsibility for error.

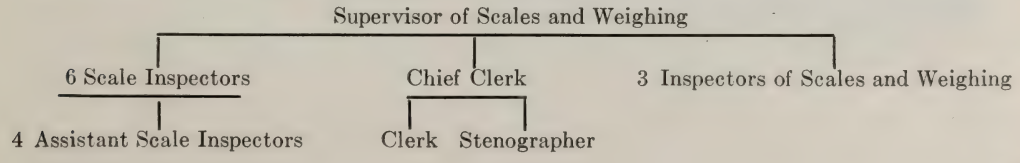
Difficulty of Checking Weight

But who knows that the weight shown on billing is correct, or who can conclusively check it? The auditor's office scents danger in the appearance of a minimum or car capacity weight without evidence of actual weighing. There are other suspicious appearances which might warrant investigation, but these are few in comparison with the total number of waybills and the losses from undetected underbilled weights are, indeed, large.

Accordingly it has been the ever conscious effort of the Weighing Bureau to remove these causes of uncertainty and loss from their very sources, first, by installing reliable means of obtaining correct weight and secondly, by so supervising the weighing that accurate weights are obtained and used not only by employes of the railroad, but by shippers as well.

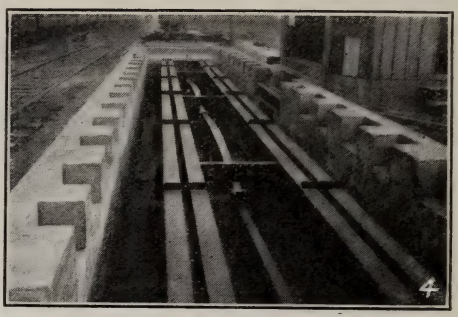
Organization

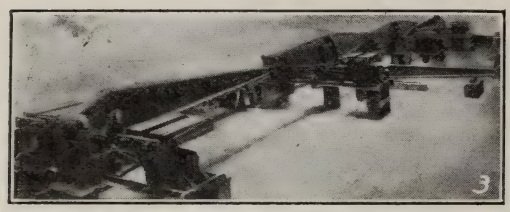
The organization of the department in the beginning consisted of a chief scale inspector reporting to the chief engineer maintenance of way, the scale inspectors reporting to the district engineers maintenance of way. Jurisdiction was extended over the Baltimore and Ohio Southwestern in 1910, and in January, 1911, chief scale inspector was appointed supervisor of scales and weighing, reporting to the general manager, at which time supervision was extended to cover all matters pertaining to scales and weighing. Since April, 1912, the bureau has been under the Transportation Department, and in August, 1912, jurisdiction was extended over the Cincinnati, Hamilton & Dayton Railway. Its present organization is as follows:

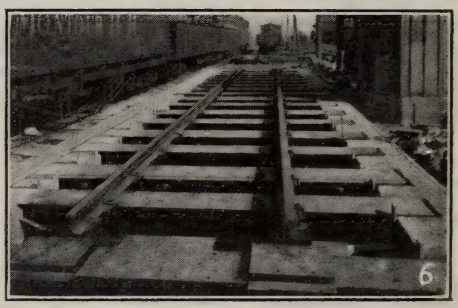


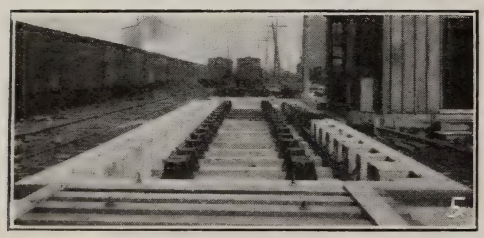




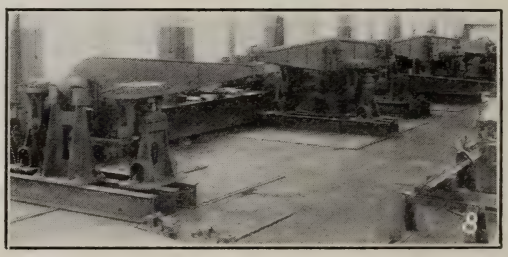


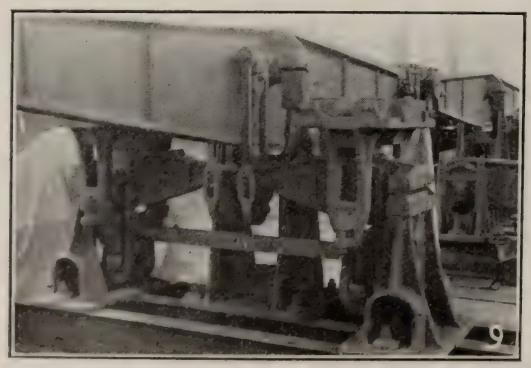












1—Longitudinal section through 42 foot, 100 ton track scale of an older type. This side is practically inaccessible.

2—Opposite side of same scale in Figure 1, showing installation on timber.

3—Fifty foot, 150 ton track scale, 1916 type, set up in shop.

4—Fifty foot, 150 ton track scale, 1910 type, installed. Two 24 inch, 80 pound "I" beams on each side support the load.

5—Fifty foot, 150 ton track scale, 1910 type, ready to receive scale rails.

6—Fifty foot, 150 ton track scale, 1910 type, with dead rail supports and scale rails installed.

7—Fifty foot, 150 ton track scale, 1910 type, ready for service.

8—Sixty foot, 150 ton track scale, 1916 type, set up in shop.

9—Close sectional view of 60 foot, 150 ton track scale, 1917 type.

A scale shop at Martinsburg, employing a foreman and from two to three mechanics, is under the Maintenance of Way Department, but work is handled in accordance with suggestions of the Weighing Bureau.

Number of Scales

The number of different type of scales in use and period for testing is shown below:

Number of Scales	Increase since 1910	Schedule for Testing
144 Track Scales.....	ϕ 18	Every sixty days.
255 Private Track Scales....	20	Every sixty days.
537 Motor Truck, Stock and Depot Scales.....	195	Every six months.
1500 Portable and Other Scales.	200	Once every year.

ϕ Decrease. The reduction in the number of track scales is due to the removal of eleven from coal piers, to changed operating conditions, and concentration of weighing.

Expenditure

The annual expenditure for new scales, renewal and maintenance of old scales, and bureau supervision, beginning with 1909 is as follows:

Year	Baltimore and Ohio	Cincinnati, Hamilton & Dayton
1909	$ 28,000.00	.....
1910	69,471.00	.....
1911	139,837.00	.....
1912	161,967.00	.....
1913	67,986.00	$12,000.00
1914	69,549.00	17,232.00
1915	41,306.00	34,972.00
1916	83,355.00	3,165.00
	$661,471.00	$67,369.00

Design, Installation and Maintenance

The greater part of this expenditure has been for new track scales of improved design and installation, as shown in Figures 3, 4, 5, 6, 7, 8, 9 and 10, and a comparison with the scales shown in Figures 1, 2 and 12 is rather striking, both as to design and character of installation. Particular attention is directed to the suspension of load from pivot (Figures 3, 8 and 9) as against superimposed loading (Figures 2 and 12). Fifty-two of the improved type scales have been installed on which seventy-six per cent. of cars are weighed.

It is impossible in an article of reasonable length to go into more details, but a fairly general idea may be obtained from the photographs of the much better and stronger design and more accessible installation of the new scales in comparison with the old. One can picture the difficulty of any proper inspection or maintenance of scales installed in the manner as shown in Figures 1, 2 and 12. In addition to the greater accessibility, pits of new scales are equipped with electric lights, wherever electricity is available, and heated wherever practicable.

The proper design and installation of scales is hardly of more importance than their proper cleaning and maintenance. It should be considered that in a track scale there are fifteen levers of a fixed ratio, coupled together to record a weight, and it is absolutely essential that these levers be rigidly supported, pivots kept sharp and unobstructed by dirt or rust. Efforts taken to prevent rust has resulted in a material increase in the life of scales.

The Older Type of Installation

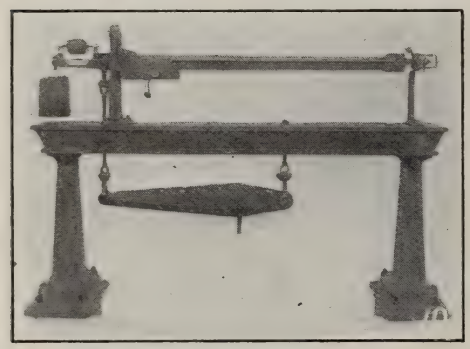
Prior to 1909 only one track scale was set on steel, all others being on timber, Figures 1 and 2. In seventy of these the load was supported and distributed to the levers through 12″ x 18″ wood stringers, Figure 1. At the present time all but twenty scales are set directly on concrete, and in all of them the load is supported by steel "I" beams. Four of those on timber will be renewed on concrete this year and two abandoned. Every track scale in use at the beginning of 1909 has either been abandoned, renewed or replaced, some of them having been renewed more than once.

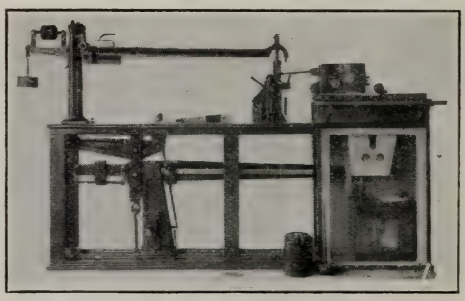
The first of the newer type scales was installed at Cumberland, Md., in January, 1910, and there had passed over it approximately 900,000 cars or 35,000,000 tons of freight, resulting in freight revenue of about fifty million dollars, before it was necessary to renew any of the scale parts, and then only the eight main levers were replaced in November, 1915. In that period of nearly six years, the scale was tested thirty-four times with scale test car and found out of adjustment but seven times, the largest error found being ninety pounds. The older type scales under similar service lasted without renewal about six months.

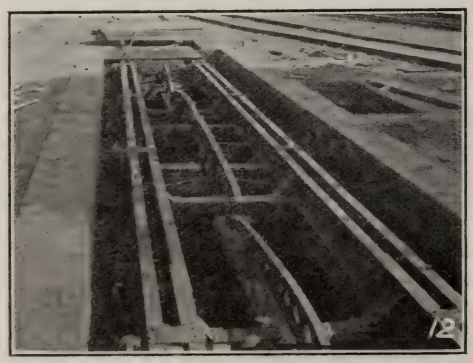
Latest Design in Track Scales

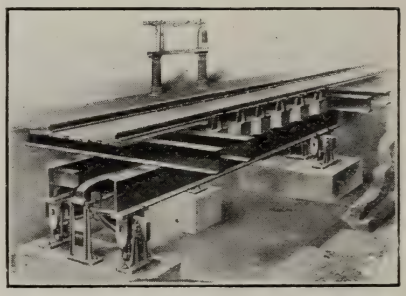
In order to accommodate longer and heavier cars and to allow for a possible increase in these respects, the design in use 1910 to 1917 has been superseded and in the future sixty foot scales will be installed at motion weighing points, and fifty foot scales at spot-weighing points. The latest type is designed to support fifty per cent. of the capacity on each section, while the scale now in use was designed for uniformly distributed load of 300,000 pounds. All main levers, knife edges and their respective bearings are accurately machined in place instead of casted.

It is logical that this type should be adopted since half the weight of a loaded car is concentrated on each truck which passes successively over each section of the scale, and when cars of equal weight are coupled, the weight of an entire car













10—Sale beam and supports for 1916 type scale. Poise weighs 30 pounds and is fitted with ball bearings. Beam supports are cast iron and adjustable.

11—Latest type of weighing and recording attachment used for motion weighing. To prevent expansion and contraction of spring shown in lower right hand corner, uniform temperature is automatically maintained. Beam may be used independently of attachment by shifting bearings with screw shown in centre of shelf.

12—Four section scale replaced at Chillicothe in 1911 with scale shown in Figure 4.

21—Master scale of 100,000 pounds capacity for sealing test cars.

22—Older type of scale test car of all metal construction.

23—New type of scale test car of all metal construction.

is concentrated on a comparatively short space. Parts of the fifty and sixty foot scales of the latest type will be interchangeable except as regards the four extension levers, which are necessarily of different length. Sixty foot scales have been installed at Newark, Connellsville and Cleveland.

True Economy

The importance of installing the best type of scale obtainable may be realized when it is considered that if the track scale at one large weighing point were weighing one pound light in each thousand, the loss in freight revenue would approximate $50.00 per day.

Motion Weighing Attachment

Track scales at nearly all motion weighing points are equipped with automatic recording attachments, as shown in Figure 11. Instructions require that car shall be entirely on scales three seconds for weighing and that speed shall not exceed four miles per hour.

Motor Truck Scales

The development and extended use of motor trucks, having about eighty per cent. of the load concentrated on the rear axle, has necessitated an improvement of design of scales on which to weigh them. Figures 13, 14 and 15 show design and installation of type that has been installed at New York, Chicago, Cincinnati and Olney. Scale is of twenty tons capacity with platform twenty-two feet long by nine feet wide, and equipped with full capacity single beam with ball bearing poise. The installation is entirely of concrete and steel, even to the concrete deck.

Depot Scales

Depot scales have been improved, both as to design and strength. While formerly designed with truss rods, Figure 18, these have been eliminated and levers of sufficient strength in themselves to support the load are now used. The suspension platform type is also used instead of the direct bearing type. A number of depot scales have been installed at points where only portable scales were in use, and this has resulted in a larger amount of accurate weighing and the consequent increase in revenue.

Standards of Accuracy

The question is sometimes asked, "How do you know that your scales are accurate?" Because they are carefully tested by experienced men with accurate standard weights. Figure 16 shows an even arm balance of 100 pounds capacity in each pan, sensitive to one part in 350,000 under full load. The weights to the left are made of Tobin bronze and certified by the United States Bureau of Standards to have an error of less than one part in 300,000. Furthermore they are gold plated to prevent change in weight by climatic conditions. From these the working weights of brass and aluminum shown on the right are standardized. These in turn are used to verify all other weights from the counter weights which are sent out with scales to the fifty pound weights which are used for testing all portable, depot and wagon scales, as well as the master scale (Figure 21), on which scale cars (Figure 23) are sealed and with which track scales are tested.

Test Cars

Test cars are sealed after each test trip, or about five times annually. Test cars are spotted consecutively over each section of a track scale, and if any adjustments are necessary, these are made by moving nose irons on the end of levers, thereby changing their ratio to such an extent as to put scale in adjustment.

Test cars have also been improved in design. Figure 22 shows car of an older type of all-steel construction, with the plate steel body filled with scrap iron or test weights. Figure 23 shows one of the later design constructed of castings with fewer parts and with weight more uniformly distributed on each wheel, three of which have been built. There is under construction a heavier car weighing 80,000 pounds, somewhat similar in design to that shown in Figure 23. Two large castings weighing 33,000 pounds each make up the

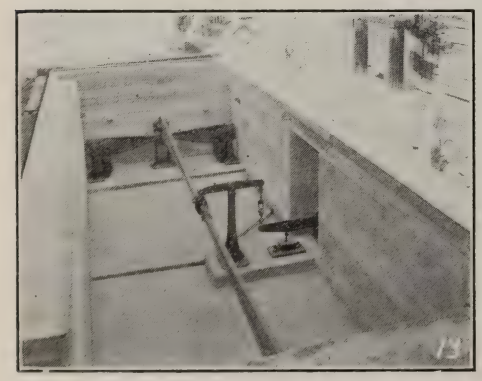
greater part of the weight. Every unnecessary part has been eliminated from the design, the change of which might result in a change of weight. All parts have been designed, as far as possible, to avoid holding dirt. Journals are equipped with roller bearings to facilitate movement by scale inspector with push bar, and to avoid the frequent necessity of sponging and packing journal boxes, which frequently results in a change of weight.

Reclaiming Old Scales

Worn and broken scales are sent to the Martinsburg shop. The old pivots are sharpened, if possible, or replaced by new ones, and the fulcrum distances gauged as accurately as possible with special gauges (Figure 17), after which pivots are hardened, tried with gauge, and ground again if necessary. The levers are then put on sealing horses (Figures 17, 18 and 19). If the gauging has been done accurately, which is extremely difficult, a certain weight suspended from the load pivot will balance a predetermined weight on the sealing beam. If it does not, it is then necessary to grind again the pivots until the weights balance. As each lever is sealed in the shop with weights to accurately transmit its proportion of the load, the levers, if properly coupled together and supported will, in unison, accurately transmit the weight of the entire load and the scale give correct weights. In this way loss of revenue from use and wear is reduced to a minimum.

Prevention of Losses

While the work of the Weighing Bureau is constantly confronted with problems of engineering, traffic, accounting and operation, and while engineering has been covered in some detail, the other phases, with which a thousand details are connected, have hardly been hinted at, yet, as previously stated, it has been the constant aim of the Weighing Bureau to prevent loss from erroneous weights rather than to correct errors after they have been discovered; and every investigation and suggestion has been directed to that end.



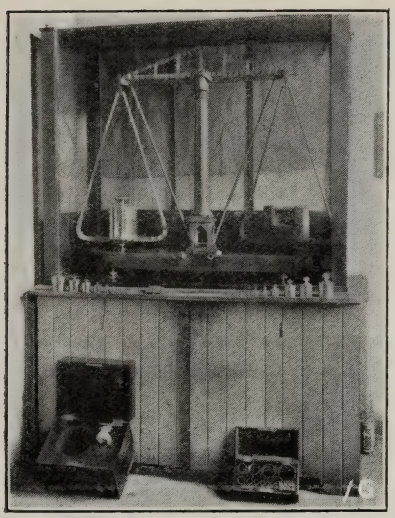


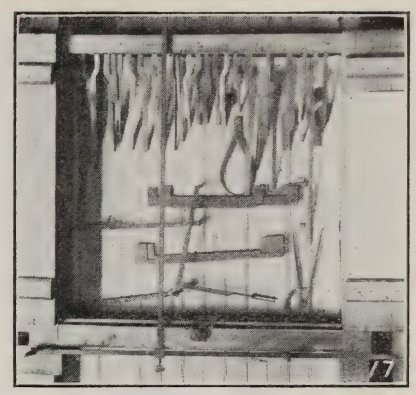


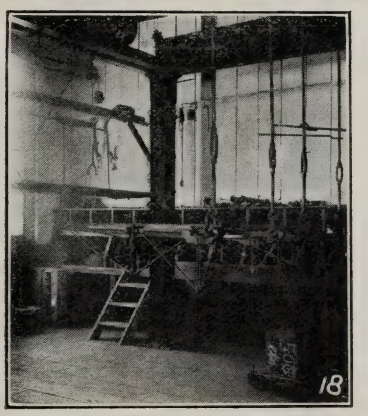
13 — NEW MOTOR TRUCK SCALE AND PIT

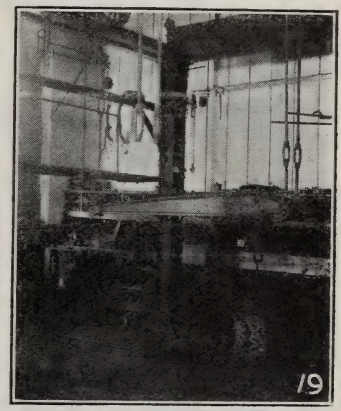
14 — NEW MOTOR TRUCK SCALE WITH BRIDGE IN PLACE FOR SUPPORTING CONCRETE DECK

15 — COMPLETE MOTOR TRUCK SCALE AND SCALE HOUSE













16—Balance of 100 pounds capacity, sensitive to 1 grain. Gold plated Tobin Bronz weights at left, working weights at right.

17—Guages for checking fulcrum distances and range.

18—Old type depot scale suspended from sealing.

19—End extension lever of old type track scale suspended from sealing.

20—Middle extension lever of old type track scale arranged from sealing. Weight 300 pounds.

24—A few of the 120 portable scales assembled for weighing United States mail, beginning March 27, 1917. One hundred and thirty-three balance scales were furnished in addition.

Yet, this very success in prevention is likely to obscure the valuable service of conserving revenue which the bureau is rendering. Pay roll ever presses its attention while losses prevented on account of the difficulty of checking and recording pass unobserved. It is known, however, that weight claims and complaints have been greatly reduced, and many causes for controversy with patrons eliminated. Moreover, improved facilities and knowledge gathered as to scales and weighing have made it possible to handle weight claims and complaints more satisfactorily. Many investigations of claims and complaints have been made

by inspectors on the ground with the result that the number of similar claims have been very materially reduced, which is of more importance than the declination of claims already presented. In this work a well-rounded experience has made it evident that concentration of effort in a special department is necessary to maintain and develop proper weighing facilities, and to collect and codify the essential facts necessary to render consistent the many diversified decisions the bureau is called upon to make.

Gains and Losses

It has been much easier to show the amount spent and the improved facilities which have been provided than to show the return on the investment, but from data available and a general knowledge of conditions it is very conservatively estimated that the annual return has been more than fifty per cent. on the entire expenditure for eight years. Failure, however, to use the facilities which have been provided and their erroneous use still results in a very material loss of revenue annually, which it is certainly practicable to prevent if instructions already in effect are observed.

Your Help Appreciated

Further cooperation of all who are in any way concerned is solicited and suggestions for improvement will be acknowledged and given careful consideration. A combination of little efforts will break up that combination of little things which make such a large hole in freight revenue.

Good Teeth—Good Health

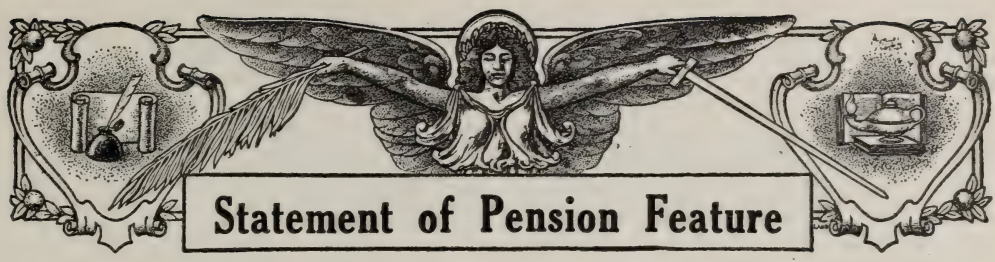
¶ A man suffered for years from "acute rheumatism." He went from one doctor to another without relief. Finally he went to his dentist one day to have his teeth fixed. A blind abscess was found, which was opened and cured. Immediately his "rheumatism" disappeared.

¶ Another man had a supposed case of "spinal trouble." No doctor gave him relief, until, finally, one physician suggested that he have his teeth examined. Pyorrhea was discovered, cured, and the "spinal trouble" left him.

¶ In another case "defective eyesight" was found due to defective teeth.

¶ A man's "throat trouble" of years' standing was found to be caused by toxins in his gums.

Evidently we do not give our teeth due credit for their importance to our general health.



Statement of Pension Feature

Employes who have been honorably retired during the month of December, 1917, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Boyles, George R	Engineman	C. T	Cumberland	54
Dennis, Robert G	Engineman	C. T	Philadelphia	28
Edmonds, Charles W	Painter Foreman	M. P	Cumberland	40
Hissem, John R	Brakeman	C. T	Cleveland	28
King, John E	Boiler Inspector	M. P	Baltimore	51
Kraus, Gottlieb	Brakeman	C. T	Cumberland	43
Palmer, Thomas C	Machinist	M. P	Ohio	34
Rockwell, John T	Conductor	C. T	Cumberland	30
Waller, John M	Carpenter	M. P	Indiana	10

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1916, over $296,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,241,695,15.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Walters, George W	Engineman	C. T	Ohio	Nov. 14, 1917	44
O'Brien, Dennis	Section Foreman	M. of W	Toledo	Nov. 18, 1917	51
Flurshutz, J. George	Gardener	M. P	Cumberland	Nov. 24, 1917	19
McDonald, Owen	Watchman	M. of W.	Newark	Nov. 27, 1917	41
Wimberly, Isaac	Pumper	C. T	Illinois	Nov. 29, 1917	34
Cable, Austin E	Car Oiler	M. P	Connellsville	Dec. 2, 1917	28
Murnan, James W	Hostler	M. P	Shenandoah	Dec. 2, 1917	42
Cobb, Jay	Watchman	C. T	Cleveland	Dec. 9, 1917	29
Hoopes, George W	Machinist	M. P	Baltimore	Dec. 14, 1917	51
Banta, Lafayette F	Engineman	C. T	Indiana	Dec. 18, 1917	39
Elk, Nathaniel	Machinist Helper	M. P	Ohio	Dec. 20, 1917	43

A Safe and Happy Year to All Baltimore and Ohio Employes

UNDER the above caption on January 1 the Safety and Welfare Bureau sent out the first of a series of safety bulletins to be issued in 1918, the main features of which are incorporated in this article. At the same time John T. Broderick, supervisor of special bureaus, in appreciation of the results accomplished in 1917, addressed the following letter to all superintendents:

"New Year greetings to you would be incomplete without a word of thanks for your splendid support of the Safety and Welfare policy of the management during the past year.

"There is no pledge so great that we can make at this time as the one that we will wage with increased energy our fight against needless accidents, to the end that our railroad employes may be conserved and that their full cooperation with the armed forces may hasten peace to make the world safe for democracy.

"Therefore, greetings to you are of deeper significance than on previous occasions, and I hope that your ability to cope with this work, your personal happiness and prosperity for the coming year will be signalized by incomparable achievement."

Safety Bulletin No. 1 points to the difficult problems confronting railroads in their effort to train new men in accident prevention—the war having caused many of the more experienced employes to enter government service. It propounds the following questions, which should be carefully read by new as well as older employes in the service:

1. Do you know that Safety has been placed "ABOVE EVERYTHING ELSE" on the Baltimore and Ohio Railroad?

2. Do you know that the Baltimore and Ohio Railroad was the first railroad in the East to inaugurate the Safety Movement?

3. Do you know that the Baltimore and Ohio Railroad has had a big and vigorous Safety Movement for several years?

4. Do you know that there is a Safety Committee at each shop, and on each Division of our System? Have we your cooperation in this movement?

5. Do you realize that both yourself and this Company are benefited by this movement?

6. Do you know that the Company's intention is to hire none but careful, honest, sober and reliable men?

7. Do you know there is nothing gained by taking chances?

8. Do you know that you should never make a switching movement over street crossings and thoroughfares without first making sure there is no chance of an accident?

9. Do you know that adjusting drawbars with your feet is strictly prohibited?

10. Do you know that breaking air hose on cars with angle cocks open and with train line charged is prohibited? That both angle cocks must be closed before uncoupling hose?

11. Do you know that cars bearing placards, such as "Inflammable," "Explosives," "Eggs," and other commodities of this kind should be handled with care?

12. Do you know that there is much damage done to contents in cars before the cars are damaged? Visible damage to cars does not in any way compare to the damage to cars and contents.

13. Do you know that before cutting off cars from engine you should know that sufficient brakes are in good working condition to avoid injury to cars and contents?

14. Do you know that this Company insists on its employes wearing protective goggles when performing tasks liable to destroy the eyesight?

15. Do you know that one of the chief causes of accident among railroad employes is falling from trains and getting on and off trains?

16. Do you know that climbing over trains standing in yards or elsewhere is strictly prohibited, and exceedingly dangerous to life and limb?

17. Do you know that the careless handling of brakes is a prolific source of accident?

18. Do you know that the greatest safeguard against accident is the alert use at all times of your eyes and ears?

19. Do you know that the chief cause of accident in shops results from the careless handling of tools and materials?

20. Do you know that the best safety device is a careful man?

21. Will you do your work in a safe and careful manner at all times?

A Letter From Major Carroll Edgar

FOLLOWING the fire that destroyed Pier No. 9 and partially wrecked Pier No. 8, Locust Point, on October 30, the government ordered the Maryland Coast Artillery, under command of Major Carroll Edgar, to guard railroad terminals at Baltimore. Major Edgar was recently transferred to another station, and on leaving sent to agent W. T. Moore the following letter, which is self explanatory:

HEADQUARTERS
GUARD DETACHMENT, MD. C. A. C.
LOCUST POINT, BALTIMORE, MD.

January 2, 1918.

MR. W. T. MOORE, Agent,
Pier No. 8, Baltimore and Ohio Railroad Company, Locust Point, Md.

Dear Sir;

I am turning over the command of this Guard Detachment today to Captain Fred. G. French, C. A. C., as I have been ordered to another station.

On behalf of the officers and men of this Guard Detachment I desire to thank the Baltimore and Ohio officials, through you, for their many courtesies during the time we have been stationed with you. The fact that the Baltimore and Ohio Railroad Company has furnished rolling stock for sleeping and living accommodations, heat and light, toilet facilities, and later supplemented all this with comfortable barracks for both officers and men, evidently at great expense, shows only a few of the many things that have been done for the comfort and convenience of our troops.

The officials of your Company have been cooperative at all times, and I do not know of a single reasonable request that has not been cheerfully granted.

I regret very much that I will have to sever my association with you and shall always hold a most pleasant remembrance of the many courtesies extended to me and the members of my command, and I have full assurance that my successor will endorse all that I have stated.

Again thanking you, and with best wishes for a happy and prosperous New Year to you and the Baltimore and Ohio Railroad Company, I am,

Sincerely yours,
CARROLL EDGAR,
Major C. A. N. G.
Commander of Guard Detachment.

Correction

IT was stated in the October, 1917, issued of the MAGAZINE, page 22, that the employe who painted American flags on the cylinders and steam chest of locomotive No. 5107 and a large star on the head of each cylinder, is a German. John H. Peters, of East Side, Philadelphia, who decorated the engine, tells us he is not of Teuton origin, but is "a good old American." He says that his father came to this country in 1841, enlisted in the war of 1861, received an honorable discharge from the army and was buried at Grafton "with a government stone at his head."

Handling of Household Goods

By C. H. Chandler

Supervisor of Police

(Letter to Chairman of Chicago Division Freight Claim Prevention Committee)

THE first duty of an agent should be to explain in the most simple words the meaning of the $10.00 a hundredweight released valuation. In many cases failure to do this has caused complications. To read the rule covering from the Classification is not sufficient and is not understood by the average person.

The valuation clause should be stamped in the body of the bill of lading or on the upper right hand side, and it is absolutely essential that a separate signature of the shipper be signed to this clause in addition to the signature required in the lower left hand corner.

In a great many instances it has been noticed that agents do not use the stamps at all, but will simply write across the face of the bill of lading, "Released—$10.00 per hundredweight." A notation of this kind is of no value, and in case of a law suit on a shipment bearing a notation of this kind on the bill of lading we would have no defense.

Supplement No. 15 to Official Classification No. 44 shows in detail what is required as to crating, etc., for less than carload shipments of household goods. If all agents would comply with the instructions contained in this supplement there is absolutely no question but what the payments of household goods claims of this Company can be reduced at least forty per cent.

In the past it has been the common practice to accept household goods in a very careless manner, especially less than carload shipments. There is no doubt but that the loss of household goods in a large measure is due to the packages being improperly or not marked at all. Agents should see that each piece is clearly marked. About eighty per cent. of the damage to household goods is caused by improper crating or no crating at all.

Heretofore there has been no definite ruling in the Classification as to how various articles coming under the head of household goods should be crated or boxed, but now, with the positive ruling in the Classification, there is no excuse for any damage being caused by improper crating, as it is within our power to reject such shipments until they are placed in proper condition.

Agents should not have any hesitancy about rejecting a shipment of household goods because of its not being properly crated or marked. In my mind, every shipment that is rejected by an agent on this account is a claim saved for the Company. I know of one agent in particular who has rejected quite a number of shipments, and I think it would be a good suggestion if every agent on the System would keep a record as to the number of rejections.

Care should also be exercised to examine the shipment carefully when it is brought to the station, particularly as to whether it is good furniture or poor furniture. If any of the articles appear to be damaged or scratched the agent should keep a record of this condition, which would be very helpful in the adjustment of claims.

In adjusting claims for damage or loss on shipments of household goods, where the value has been released to $10.00 per hundredweight, considerable diffi-

culty has been experienced in determining the weights of the various articles lost or damaged, and, if possible, I think it would be advisable to weigh each item separately as far as practicable, and in this way we can establish beyond a doubt just what the articles weigh. Under the present arrangement we are obliged to guess at the weight of the missing packages or accept consignee's statement, which is very unsatisfactory.

Loading and in Transit

There is little to say under this heading for the reason that this class of freight should be loaded and handled like any other merchandise. Of course, care should be exercised to see that the articles are stowed in the car properly, and that the fragile articles are loaded on top of the heavier packages. Nearly everything depends on the crating.

Delivery

Every item should be checked against the expense bill and a very clear record kept of any shortages. There is hardly a claim where there is not a dispute as to what was damaged and what was short, and often, owing to the fact that the delivery had not been checked as carefully as it might have been, we are obliged to accept claimant's statement or affidavit. We should be in a position to know exactly what is short and what is damaged and unless such records are kept we are bound to suffer for this neglect.

General

A shipment of household goods is not human. For instance, a polished mahogany table cannot protect itself from rubbing against a stove or nails in the side of a car. Neither can we expect a box of household goods to find its destination unless it is properly marked.

As I look at it today, everything depends on observing the rules in Supplement No. 15, and if the requirements are followed out, I am certain that a noticeable reduction of claims of this character will be felt.

I would suggest that the agents at our larger stations have copies made of the ruling in the Classification and distribute them to their receiving clerks and make it a point to see that they familiarize themselves with the contents.



NEW PIER 6, LOCUST POINT TERMINALS, SURRENDERED TO THE U. S. GOVERNMENT FOR WAR PURPOSES



TRACK SUPERVISORS AND SECTION FOREMEN

TRACK SUPERVISORS HAVING BEST DISTRICTS

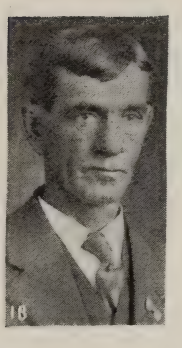
1—J. R. Malone, Philadelphia Division. 2—W. G. Beall, Baltimore Division. 3—James Clay, Cumberland Division. 4—L. T. Wilfong, Monongah Division. 5—W. C. Wright, Wheeling Division. 6—G. M. Bryan, Ohio River Division. 7—L. C. Swanson, Cleveland Division. 8—W. T. Metzger, Connellsville Division. 9—G. H. Strople, Pittsburgh Division. 10—G. W. Huffman, New Castle Division.

FOREMEN HAVING BEST MAIN LINE SECTION

11—F. L. Harward, Belcamp, Md., Philadelphia Division. 12—W. E. Feighenne, Branchville, Md., Baltimore Division. 13—J. P. Crowell, Great Cacapon, W. Va., Cumberland Division. 14—L. Mathary, Mannington, W. Va., Wheeling Division. 16—V. L. Burridge, Apple Grove, W. Va., Ohio River Division.































(EASTERN LINES) AWARDED PRIZES FOR YEAR 1917

FOREMEN HAVING BEST MAIN LINE SECTION—CONTINUED

16—R. DAVIS, Ohio Pyle, Pa., Connellsville Division. 17—B. ALOE, West Pittsburgh, Pa., Pittsburgh Division. 18—G. T. WOOLEY, Greenwich, Ohio, New Castle Division.

FOREMEN HAVING BEST BRANCH LINE SECTION

19—A. FERRUCCIO, Childs, Md., Philadelphia Division. 20—J. H. FIX, Raphine, Va., Baltimore Division. 21—B. F. SHORT, Green Spring, W. Va., Cumberland Division. 22—D. W. BOSTON, Woodland, W. Va., Wheeling Division. 23—G. A. BLAKE, Liverpool, W. Va., Ohio River Division. 24—M. VARGORIC, Strongsville, Ohio, Cleveland Division. 25—WILLIAM M. HUTZELL, Boader, Pa., Connellsville Division. 26—R. E. FRAZIER, Marienville, Pa. Pittsburgh Division. 27—U. G. ALBERTS, West Farmington, Ohio, New Castle Division.

FOREMEN HAVING MAIN LINE SECTION SHOWING MOST IMPROVEMENT

28—J. L. CAGE, Newark, Del., Philadelphia Division. 29—W. H. VIRTS, University, D. C., Baltimore Division. 30—J. T. LAIGN, Sleepy Creek, W. Va., Cumberland Division.



Baltimore and Ohio Employes Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

A Nation's Virility

THE great struggle in which we are engaged and the dangers which threaten us (and it is impossible to overstate these dangers) should lead our people into serious thought. The forming of our army has brought out two facts that are alarming. One is that a large percentage of our young men are not able to pass the physical test, and the other is that scarcely any of them know anything about how to shoot, handle or take care of a gun.

This lack of knowledge of firearms is deplorable—it is bad for the country. It causes the making of an effective army to be a big undertaking and a long one. Of course, we know that some one will immediately cry with horror that we are advocating instruction in the use of firearms so that those who learn may be able to kill people. We simply say that life and government are conditions and not theories, and at just this stage of the situation we will not waste time arguing with the theorist. The world has always had war; it has war now and it always will have war, and the nation that neglects to maintain familiarity with the weapons of war, is inviting its own disaster.

At the close of the Boer war Lord Roberts was greatly impressed by the fact that a handful of untrained and undisciplined Boers because they were wonderful riflemen—had been able to withstand a greatly superior number of British troops.

The British were drilled to do everything but shoot in a way that would hit what they were shooting at. Lord Roberts prophesied that England would soon be at war, and he urged and pleaded that gun and rifle clubs should be formed and shooting encouraged in every practical way. He begged for a law enforcing military training in the use of firearms.

Great Britain failed to heed the warning and regarded him as a "crazy old man," an attitude for which she has since repented with blood and tears.

We are now calling out over a million men, and may have to call more than double that number. We can within a few months uniform and equip these and teach them considerable drill and some discipline. But to teach them to shoot will take a lot of time which can ill be spared, and shooting, as Lord Roberts said, "is seven-tenths of a soldier's business."

It will be recalled that when Lord Kitchener was organizing the first levy of volunteers England sent to the front, for which the need was most urgent but which required from six to nine months to equip and train, he issued this order: "Never mind how they drill or whether they know their right foot from their left—teach them to shoot, and do it quickly." But it was a long job to do it.

No man can learn to shoot in a day or a week or a month. It takes some study and a long time to make a man a good shot with a rifle or shot gun. The man who is familiar with the shot gun soon can become an average shot with a rifle. He knows how to judge the shorter distance, knows how to avoid the recoil and has a general idea of the mechanism.

Many of our employes are members of trapshooting clubs. If you are not familiar with firearms join one of these organizations or a rifle club—hundreds of which are being formed throughout the country.

The men who are employed in Baltimore have an excellent opportunity to learn rifle shooting. The Maryland League for National Defense maintains a range at the old Johns Hopkins gymna-

sium, where any citizen may receive instruction in shooting at a nominal cost of fifty cents a year for membership. No charge is made for use of rifles and pistols, and ammunition is furnished at cost.

Make This Your Slogan

IN many branches of military service a rather quaint form of expression has come into use which may well be passed on to civilians in these days when so many uncertainties have been thrust into the cogs of business and normal living. When an officer appears, wherever it may be, every man stands at attention. Thereupon the officer, wishing to release the men from this token of respect, often simply says, "Carry on," which means "Go on with what you were doing."

This seems to us to be precisely the word that should be spoken just now. Many of our young men are going into training camps and war service. Some are already in France, and the hearts of many of us who remain are moved to stand at attention, as it were. Grave questions, rising suddenly to eclipse all others, have made normal problems seem trivial and ordinary work less essential.

It is time to do away with downheartedness, weakened interest and retarded activity, and it is time to say to ourselves, "Carry on."—*Sunkist Courier.*

The Man Who Lost His Job

WELL, sir, I've lost that job, at last. No more I'll stagger down to beat the cold, grey dawn to work and face the boss's frown; some other chap will answer bells and sweep the office floor and punch the time-clock in the spot where I shall punch no more. Some other guy will do my work and draw my skimpy pay—I've lost my job, at last, my friend. I'm getting through today.

What's that you say? Surprised to see I'm not depressed and sad? Why, friend, I'd like to shout and sing, I'm feeling so blamed glad. I thought I'd never lose that job—for two long years I've tried, and all the time I stuck right there as though my feet were tied. I've done my best—I've sat up nights—I've hustled through the days; I've schemed and slaved to shake that job a dozen different ways. Some fellows seem to do the trick as easy as can be—their jobs don't seem to stick to them the way mine stuck to me. The way I tried to lose that place—I'd beat the clock a mile; I'd simply eat up extra work, and do it with a smile; I cut the gossip parties out; I didn't have to smoke a dozen cigarettes per day; I had no time to joke. I strained my mind to learn the game till I could understand the reason for the things I did—I worked to beat the band. And yet that job just stuck to me as if I'd rolled in glue—and now I've lost it. Say, my friend, do I look very blue?

A foolish way to lose a job? Why didn't I just quit? That question shows you overlook the biggest part of it. A fool can leap right overboard if he don't like the boat; but if he hasn't learned to swim, how long will that guy float? Most anyone can take a leap, but when I start to jump I want to know beforehand how hard I'm due to bump. No, sir! The way to lose a job is doing what I've done—you see, the firm's just handed me a whole lot better one!—*Wells-Fargo Messenger.*

Go *back* to the *simple* life, be contented with *simple* food, *simple* pleasures, *simple* clothes. Work hard, pray hard, play hard. Work, eat, recreate and sleep. Do it all courageously.

We have a victory to win. —HOOVER.



Home Dressmaker's Corner

Courtesy "Pictorial Review"

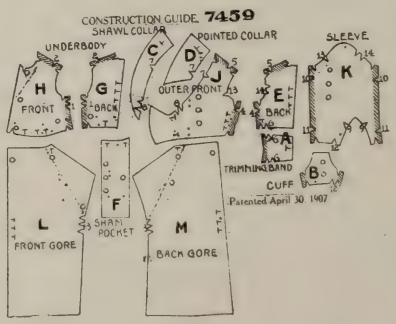


A Cleverly Designed Frock Whose Simple Lines are Easy for the Inexperienced Seamstress to Follow

THE dress that strikes a happy mean between the lead-pencil figure and the bouffant silhouette is in great demand. Dark blue serge is used to develop this design, plaid taffeta being introduced as the decorative note. The waist is separate from the skirt, the deep open neck being finished with a long shawl collar of taffeta. The right front is gathered and slipped through a buckle, while the lower edge of the back is gathered to a band. Deep cuffs finish the one-piece sleeves. The two-piece gathered skirt opens at the side seams and is faced and turned back to show sham pockets. A sleeveless underbody serves as a mounting for the waist. Medium size requires 3½ yards 54-inch material, with 1 yard taffeta for collar, cuffs and pocket facings.

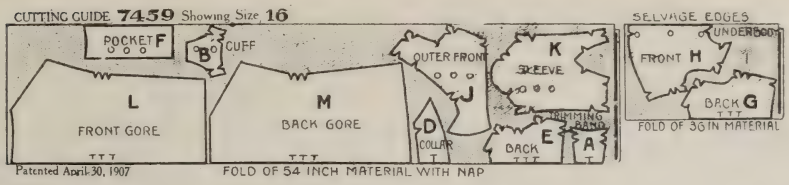


IN SERGE AND TAFFETA



If the order of cutting is regulated by the order of construction, the underbody may be cut first, the back being placed with triple "TTT" perforations along the lengthwise fold. The front is laid so that the straight edge rests on the selvage, large "O" perforations on a lengthwise thread.

Next, take the dress material and fold it in half on the cutting table. Along the lengthwise fold place the front and back gores with triple "TTT" perforations



resting on the fold. The collar, back of the waist and trimming bands are also laid along the fold. The space opposite the front gore may be used for the pocket and cuff, both with large "O" perforations on a lengthwise thread of material. Opposite the collar, back and trimming bands lay the outer front of the waist and sleeve, with large "O" perforations on a lengthwise thread.

After cutting cut each section, study the construction guide to see how the dress should be put together. First, take the underbody and close under-arm and shoulder seams as notched. Turn hem in front and plait lower edge and tack.

To make the skirt and sham pocket, underface the side edges of front and back gores from the points to single small "o" perforations; roll as illustrated. Join gores as notched below the single large "O" perforation in front gore. Adjust sham pocket under the opening at side matching single large "O", single small "o" and double small "oo" perforations, tack at the perforations, leaving the left side free at front of pocket and finish for closing. Gather skirt and pocket at upper edges between "T" perforations. Adjust on underbody with upper edge of skirt along line of small "o" perforations, center-fronts and center-backs even; bring small "o" perforation at top of sham pocket to under-arm seam and bring side edges of front and back gores to single large "O" perforations in underbody front and back; leave skirt free from center-front to left side edge, draw gathers to the required size and finish for closing.

Take the outer waist next, and plait front at under-arm edge, placing "T" on corresponding small "o" perforations and tack. Double "oo" perforations indicate center-front. Close under-arm and shoulder seams as notched; the under-arm edge of front extends ½ inch below the back. Gather front and back between "T" perforations. Sew trimming band to lower edge of back as notched, center-backs even; fold through center and fell remaining edge over seam. Tack trimming band to front as far as the small "o" perforation in trimming band. Slip the end of extension on right front through a buckle. Draw gathers at edge of left front and stitch a piece of tape 2½ inches long when finished under the gathers for a stay. Lap right front on left with center-fronts even and finish for closing.

Face the collar and sew to neck and front edge with center-backs and notches even.

Take sleeve and close dart seam as notched, leaving edges free below the small "o" perforation and finish for closing. Close remaining seam as notched. Face cuff and adjust to position on sleeve with notches at lower edges even, bringing small "o" perforation in cuff to seam of sleeve. Sew sleeve in arm-hole as notched, with small "o" perforation at shoulder seam, easing in any fulness between the notches. Hold the sleeve toward you when basting it in arm-hole.

COSTUME No. 7459. Sizes 16 to 20 years. Price, 20 cents.



No. 7558. LADIES' BLOUSE (20 cents). Five sizes, 34 to 42 bust. Size 36 requires 2 yards 36-inch material, ⅜ yard 36-inch contrasting material for round collar. Blouse closed at back and fitted with darts in front. Has high neck with standing collar and turnover; perforated for V-shaped neck, finished with a round collar, which is pointed in front. Long plain one-piece sleeves. The straight sash is crossed in back and tied in front.

Sketch No. 1

Here is a clever model in black velvet, with relieving touches of Chinese blue satin. The skirt is very straight and narrow and has a gathered tunic. The waist buttons down the front and has a high collar of the blue satin. White, biege, sand color or gray may be substituted for blue and almost any soft material may be used instead of velvet for the development of the dress. Medium size requires 6 yards 40-inch material, with $\frac{3}{4}$ yard satin.

Pictorial Review COSTUME No. 7508. Sizes, 24 to 34 inches bust. Price, 20 cents.

Sketch No. 2

White serge trimmed with check velours is very attractive made up after the model pictured here. Later in the season the velours may be replaced by silk or satin, making the dress suitable for all seasons. The fulness at



SKETCH No. 1

the waist is held in with a broad belt of black suede. Medium size requires 5 yards 48-inch serge, with 1 yard velours.

Pictorial Review COSTUME No. 7537. Sizes, 34 to 44 inches bust. Price, 25 cents.

Sketch No. 3

There's no denying the smartness of the dart fitted blouse and skirt superimposed with a tunic of some sort. This charming frock of plaid silk is combined with plain satin. The neck is finished with a high collar, but the sleeves are plain to conform with the extreme



SKETCH No. 2

simplicity of the waist. A sash of satin tied with artistic carelessness gives an odd touch to the model which, in medium size, requires 5 yards 36-inch plaid and 1 yard 36-inch plain material.

Pictorial Review COSTUME No. 7564. Sizes, 16 to 20 years. Price, 20 cents.



SKETCH No. 3



The Needleworker's Corner

An Adorable Crocheted Tam for Sports Wear

By Kathryn Mutterer

Courtesy "Pictorial Review"

EVERYONE is wearing a crocheted or knitted hat and the most popular shape is the tam. There are plenty of models from which to choose, yet one could search all day and not find anything more adorable than the design pictured. It is made of soft thick worsted in a becoming shade of blue. The hat is elevated at one side to show a crocheted pompom, which forms the only trimming.

Chinese and the more optimistic shades of blue are exceedingly fashionable for sports hats and tams, and there are also pretty browns and yellows. One has to be careful, however, in selecting brown tones because some of the medium and warm shades do frightful things to graying hair and have a cruel way of snuffing the light and color out of many tints of the hair. The very dark brown that is almost black is a great favorite. With the neutral gray browns on the taupe and biege shades the case is different. Here the hair is spared at the expense of the complexion. If one's skin will stand the neutral brown tone, well and good; but a dark brim makes a neutral hat more becoming to any woman.



A CROCHETED TAM

Blues are not nearly so trying, especially the shades that are now in vogue. There are also excellent grays and wonderful soft tans ranging from the very deep to the palest cream tints.

Tams are of many forms, but there is nothing more appealing than the model with one side drooping over the face. It is suitable for skating, tramping and all outdoor sports. Four balls of eiderdown are required to make the tam and crochet hook No. 13.

The pompon is crocheted in the same stitch as the tam and makes an effective decoration.

CROCHET CAP NO. 9. Working Directions, 15 cents.

Pictorial Review patterns on sale at local agents.



Safety First Roll of Honor

Staten Island Division

At 11.20 p. m. December 8, yard conductor Louis J. Hills, while off duty and standing at Port Richmond Station platform, noticed defective equipment on car in train No. 691.

He immediately notified dispatcher, who ordred train stopped at Arlington Passenger Station and car was cut out.

Yard conductor L. J. Hills has been commended for his keen observation and prompt action.

Philadelphia Division

While working at Providence Avenue crossing, Chester, Pa., carpenter Edward F. Miller found pieces of defective car equipment and was instrumental in having the train stopped at Holmes and the car side-tracked. He has been commended.

On December 4 Henry Mohr, section foreman at Poplar, noticed a defective condition on a car in extra east 4141. He promptly signaled train crew. He has been commended.

Cumberland Division

On November 4 while extra 4240 east was passing the tower at Sleepy Creek, operator H. R. Hood observed defective equipment under the seventh car from caboose. On December 3 as extra 4845 west passed at 12.48 p. m. he observed a similar condition under fifteenth car from caboose. Crews were informed promptly and necessary repairs were made.

As second No. 8, engine 2143, passed Green Spring, December 14, operator V. D. Twigg discovered defect on coupler on third car from engine. The matter was brought to the attention of train dispatcher. Examination made at Okonoko developed the necessity of switching car to rear of train at that point.

Monongah Division

On December 25 operator Ferrell found a boulder, weighing nearly a ton, on main track about two miles west of Cairo. He notified operator at Silver Run and stopped No. 4, a double-header. The train crew, consisting of conductor C. J. Welch, engineers Campbell and Kirkpatrick, firemen Scott and Tully, who with the following trainmen dead-heading on the train, conductors G. D. Hartleben and M. Tyson, brakeman I. A. Hall, engineer H. J. Griffith and foreman McPhearson, procured pinch bars and worked strenuously, blocking the boulder up until they could turn it off the track. The train crew and the men dead-heading by their fifty minutes of hard work saved a big delay to traffic, as well as showing a fine spirit in looking after the Company's interests, as there were no trackmen close by.

On December 26 F. J. Merrifield, on extra west engine 1893-1896, found defective rail at Highland coal tipple. He notified extra east engine 1885 and dispatcher, and immediately section foreman at Monongah arrived and made repairs.

On December 15 as second No. 11, engine 2046, was pulling out of Salem Station, operator D. L. Coyne noticed a defective condition of equipment on the locomotive. He waved the engineer down and stopped the train. He has been commended by superintendent Deneen.

Cleveland Division

Brakeman B. Germeiner, on December 12, found defective track condition at west end of Elyria passing track and immediately made report of it. He has been commended by the superintendent.

Yard conductor J. E. Friskey, Akron, Ohio, on December 11 left his crew at supper hour and

rendered very valuable assistance in helping to rerail engine 1312, train No. 34, which derailed pony trucks on engine at Arlington Street crossover, Akron. He has been commended.

F. McCormick, assistant agent at Brooklyn, Ohio, on December 20 discovered waste burning in grease box on a freight car and immediately extinguished fire by throwing snow in box. He has been commended.

Connellsville Division

Brakeman T. Everett, while looking over his train, extra 6027 east, at Garrett, December 29, discovered defective equipment and had car set out, preventing more serious damage. Superintendent Broughton has commended Mr. Everett for his loyalty to the Company.



SHANNON B. BURKET

While on his way to work on the morning of December 10 Shannon B. Burket, leading laborer trackman, found a defective rail on section six, just ahead of No. 8. He had train stopped and made necessary repairs to track for train to pass over.

On January 2 engineer J. R. Dunstan discovered a defective rail west of Ohio Pyle and personally notified section foreman and had repairs made. A commendable notation has been entered on his record.

New Castle Division

On December 20 operator L. G. Van Vranken, Nova, Ohio, was on the ground endeavoring to hand a message to extra 4255 that they had a car with defective equipment. Due to No. 68 standing at the station, engine crew did not see operator's signals to stop and get the message.

Former signal helper N. J. Nichols was standing on the south side of the tracks and noticed the defect. He ran up in the tower and set the advance signal against the 4255, stopping the train; and when crew called on phone, they were advised of the trouble, which was repaired. The superintendent has written Mr. Nichols a commendatory letter.

Operator J. F. Quay, on his way home from work at Niles Junction on the night of December 25, discovered a condition which he at once reported to the operator on duty at that point, and proper protection was afforded until repairs were made. Mr. Quay has been written a commendatory letter by his superintendent.

Chicago Division

John Tyce, trackman, has been commended by superintendent Jackson for discovering defective track condition at a point one and one-half miles east of Whites Mill crossing, Defiance, Ohio, on the morning of November 23.

Track foreman O. Wiebeck on December 15 discovered a defective condition of equipment on car in train of engine 4219 and took action to have the matter corrected and avoid any possibility of accident. For his prompt action he has been commended.

On December 8 brakeman George Wilson, working in Chicago Junction yards, observed a load shifted in train No. 85, which was then passing "J" Tower. He succeeded in attracting the attention of train crew and a stop was made and the load adjusted. Proper entry has been made on the service record of Mr. Wilson.

On December 11 operator C. E. Hill noticed a defective condition of equipment on a car. Train was stopped and repairs made, thereby avoiding any possibility of accident. For his vigilance he has been commended by superintendent Jackson.

Toledo Division

For his action in detecting dangerous condition on yard engine 1719, while working as yard conductor, Cincinnati Yard, Thomas Tierney has been commended. Condition was detected while engine 1719 was going to the Chesapeake & Ohio Railroad in transfer service, December 17.

While on duty at Tippecanoe City operator W. W. Baker observed defective equipment on the fifth car from caboose in train No. 1–98 passing his station, October 21, and promptly notified the dispatcher, who in turn notified No. 1–98 at Troy and had dangerous condition corrected. He has been commended.

When No. 5–90 passed "AK" Tower telegraph office October 21, operator J. B. Kraph, who was about to hand orders to this train, de-

tected dangerous condition. He held up delivery of orders to the caboose and had train stopped and dangerous condition removed. For his interest in the Company's welfare he has been commended.

H. L. Gebhardt, operator on duty at Miamisburg, on November 10 noticed defective condition on car in train extra 4118 south passing his station and arranged for the prompt stop of the train and removal of defect. He has been commended for his interest shown.

The superintendent has written a letter of commendation to operator P. A. Belz, stationed at Old River Junction, and to Joseph Garvey, brakeman, for their special effort made in extinguishing fire at the end of Bridge No. 39, located on the tracks of the Pennsylvania Lines east of Old River Junction, on November 14. He thanked them for the interest taken in protecting railroad property.

R. A. Hines, conductor, and brakeman W. Jackson switched out No. 59's train from the yard at Dayton on the morning of December 10, after having discovered that there was no yard engine available. Superintendent has written them a letter expressing the appreciation of the Company as well as his personal appreciation for their gratifying assistance.

It Couldn't Be Done But He Did It

Somebody said that it couldn't be done,
But he, with a chuckle, replied
That "maybe it couldn't," but he would be one
Who wouldn't say so till he'd tried.
So he buckled right in, with the trace of a grin,
On his face. If he worried he hid it.
He started to sing as he tackled the thing
That couldn't be done—and he did it!

Somebody scoffed: "Oh, you'll never do that,
At least no one ever has done it."
But he took off his coat and he took off his hat
And the first thing we knew he'd begun it.
With the lift of his chin and a bit of a grin,
Without any doubting or quiddit,
He started to sing as he tackled the thing
That couldn't be done—and he did it!

There are thousands to tell you it cannot be done,
There are thousands to prophesy failure,
There are thousands to point out to you, one by one,
The dangers that wait to assail you.
But just buckle in with a bit of a grin,
Then take off your coat and go to it;
Just start in to sing as you tackle the thing
That "cannot be done"—and you'll do it.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

A fund was realized for the purchase of a service flag to add to the ever present patriotic spirit that fills the office. The emblem is of standard size, 3x5, with a border of red and field of white large enough to enable the placing of sixteen stars in honor of our fellow clerks who have volunteered in the various branches of the Army and Navy. We feel that too much honor cannot be paid these gallant men and we are, therefore, taking this means of recording the valor of those who have thus dedicated their services to "The Land of the Free and the Home of the Brave."

The urgent appeal of the American Red Cross for 10,000,000 new members by Christmas, was heeded in true patriotic spirit by the employes of this office to the extent that eighty-nine names were added to the long list of those pledging support to the noble work.

In a letter from Camp Devens, Ayer, Mass., where he is stationed with the 446th Depot Detachment, Engineers, G. Fred. Miller tells C. H. Poumairat, auditor passenger receipts, of some of his experiences since he went to the camp and also of the jolly time the men there spent at Christmas. Mr. Miller was secretary to Mr. Poumairat prior to his enlistment. He expresses thanks for the Christmas gift which Mr. Poumairat's office force presented to him.

He says he is "doing fine" and is in "first class condition." He contracted only a slight cold, despite the fact that the mercury sank to twenty-seven degrees below at times. He tells interestingly of the intensive training the men are put through, some days working from six o'clock in the morning until ten o'clock at night. He was one of the men to be chosen to spend the Christmas at home, but a later order canceled all leaves of absence. But their disappointment was dissipated somewhat by the sumptuous fare which was provided for them on Christmas Day. Among the good things on the menu were cream of oyster soup, roast turkey with brown gravy and oyster dressing, various vegetables, pie, ice cream, sweet cider, chocolates, cigars and cigarettes. An open contest was held among the men for a poem best suited for publication on the cover of the menu. Mr. Miller's effort was selected, and here it is:

The Spirit of 4-4-6 and 4-4-7

By G. F. M.

The Sergeant blew his whistle shrill,
Which through our hearts did send a thrill.
The Christmas leaves were handed out
And all the boys sent up a shout.

Then came the sad and awful news,
Our Christmas leaves had been refused.
We then grew silent, blue and still,
And sadness all our hearts did fill.

We're not the sort to weep and moan
For these sorrows, not all our own.
We'll step right up, we boys, we boys,
And turn the sorrows into joys.

The 4-4-6 and 4-4-7 are strong and true,
And Uncle Sam we'll fight for you,
And when Old Kaiser Bill is dead,
We'll come home marching at the head.

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPERT

It is with the deepest regret that we report the death of W. W. Mills, head clerk of the Tidewater Bureau, this office. After a short illness of less than week he succumbed to pneumonia. Through his death this office loses the service of a good man and a hard worker. A beautiful floral design was sent to the home of the deceased as a tribute of the esteem and respect in which he was held, and the sympathies of his fellow employes are extended to his family.

Sixty-two Red Cross membership cards were signed by the clerks of this office during the Christmas campaign.

New York Terminal

Correspondent, FRED B. KOHLER, *Clerk*
Pier 22

Divisional Safety Committee

W. B. BIGGS.....Chairman, Assistant Terminal Agent
A. L. MICHELSON.....Terminal Cashier
J. J. BAYER.....Freight Agent, Pier 22, N. R.
J. T. GORMAN.....Freight Agent, Pier 21, E. R.
T. KAVANAUGH.....Freight Agent, 26th Street
T. F. GORMAN.....Freight Agent, Pier 7, N. R.
M. F. STEINBERGER....Freight Agent, St. George Lighterage
C. E. FLOOM.....Freight Agent, St. George Transfer
E. J. KEHOE.....Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

PERMANENT

E. A. ENGLISH.....Marine Supervisor, Chairman
E. J. KELLY.....Assistant Marine Supervisor, Vice-Chairman
E. SALISBURY.....Lighterage Supervisor

ROTATING MEMBERS (appointed for three months)

C. H. KEARNEY.....Tugboat Captain
W. CONNELL.....Tugboat Engineer
W. MEADE.....Tugboat Fireman
M. Y. GROFF.....Lighterage Runner
E. SODEBERG.....Barge Captain
OTTO OLSEN.....Gas Hoist Captain
H. PETERSON.....Steam Hoist Captain
J. HALL.....Steam Hoist Engineer
WALTER KELLY.....Deckhand

Staten Island Rapid Transit Railway Company

Correspondent, S. A. TURVEY, *Trainmaster's Clerk*, St. George

Divisional Safety Committee

H. R. HANLIN.....Chairman, Superintendent
B. F. KELLY.....Vice-Chairman, Trainmaster
S. A. TURVEY.....Secretary, Trainmaster's Clerk
H. W. ORDEAN.....Division Engineer
W. A. DEEMS.....Master Mechanic
W. L. DRYDEN.....Signal Supervisor
R. F. FARLOW.....Master Carpenter
DR. F. DE REVERE.....Medical Examiner
A. J. CONLEY.....Road Foreman of Engines
J. D. GIBB.....Trainmaster
J. F. MCGOWAN.....Division Operator
E. R. DECHER.....Division Agent
W. J. KENNEY.....Attorney
C. A. WILSON.....Supervisor Crossing Watchmen

ROTATING MEMBERS

W. NEIDERHAUSER.....Towerman, Tower B
J. B. GEROW.....Freight Conductor
GUY FETZER.....Painter
W. SMITH.....Locomotive Engineer
J. NAPLES.....Locomotive Fireman
W. A. MARSHALL.....Clerk to Agent, Tompkinsville
G. J. GOOLIC.....Inspector

J. E. Davis, chief clerk at St. George Lighterage, has been promoted to agent, St. George Transfer, vice C. E. Floom, promoted to special investigator. F. G. Nodocker, assistant to lighterage agent, has been promoted to fill the vacancy created by Mr. Davis' promotion. These men have our best wishes for success in their new positions.

Hugh Canlin has been promoted to inspector, Maintenance of Way Department.

Frank Gianotti, one of our freight trainmen, and R. E. Collins, one of our passenger conductors, have been called by Uncle Sam to do their bit in catching "Willie." Frank Gianotti was home on a thirty-two hour furlough before Christmas and dropped in to see all the boys. He says that the life of a soldier is great and he is proud to be one. Also, that his heart is with the employes of the Baltimore and Ohio and he wishes all his Baltimore and Ohio fellow-workers the season's greetings. We wish Frank the same and hope that some time in the near future he will return to us with victory and in the best of health.

Gilbert Schweiger, commonly known as "Gil," has enlisted in the Ordnance Corps to run a locomotive "somewhere in France." "Gil" is one of the most popular engineers on the road and has the best wishes of all his friends for a speedy return.

On the next page is picture of Frank Johnson who, until President Wilson declared war on the "Imperial Government of Germany," was one of our passenger trainmen. He is now with the Third Ambulance Corps, Spartansburg, South Carolina. He is a son of conductor Arthur Johnson.

The officers and employes of the Staten Island Lines wish to extend their best wishes to all the officers and employes of the Baltimore and Ohio Railroad Company for a happy New Year.

Staten Island Club Notes

On Thanksgiving Eve, November 28, the Staten Island Railroad Club held its annual ball at the Curtis Lyceum, which proved to be a great success.

On Thursday evening (Ladies' Night), December 20, the New York Telephone Company put on a lecture entitled "The Telephone in War Times" at the Club House. Accompanying the lecture, which was given by Mr. Quinn, of the Telephone Company, were one hundred views of original battle front scenes. The lecture opened with our Mexican border trouble in 1916, thence to the French, Belgian, Italian, and Russian fronts, demonstrating the use the telephone has been put to at these places. The



FRANK JOHNSON

lecture ended with the wiring, etc., of the various cantonments in this country. After the lecture the floor was cleared for dancing, music being furnished by "The Harmony Four"—the Club's Jazz Orchestra. A pleasant evening was enjoyed by all.

Philadelphia Division

Correspondents
J. C. Richardson, *Chief Clerk*
J. C. Anderson, *Shop Clerk*

Divisional Safety Committee

R. B. White.....Chairman, Superintendent
W. T. R. Hoddinott.....Vice-Chairman, Trainmaster
T. Bloecher.....Division Engineer
J. P. Hines.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
H. K. Hartman.....Chief Train Dispatcher
T. B. Franklin.....Terminal Agent
H. D. Schmidt.....Captain of Police
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
J. T. Miller.....Road Engineer
M. F. Goodnight.....Road Fireman
A. P. Offutt.....Road Conductor
H. A. Gallagher.....Yard Conductor
W. E. Warden.....Tender Inspector
J. J. Ward.....Car Inspector
W. M. Devlin.....Secretary

C. E. Owen was, on December 1, appointed trainmaster, Philadelphia Division, vice W. T. R. Hoddinott, who has been granted leave of absence because of ill health.

Mrs. L. A. Lloyd, ticket agent at Folsom, Pa., for a number of years, resigned on December 31. Mrs. Helen L. Stang has been appointed to the position.

J. D. Gallary was, on December 13, appointed terminal trainmaster, Philadelphia, vice W. H. Linn, transferred to Cumberland, Md.

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office, Camden Station*

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
J. P. Kavanagh.....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Brunswick
C. H. Winslow.....Secretary, Washington

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Baltimore
Dr. J. A. Robb.....Medical Examiner, Washington
Dr. J. F. Ward.....Medical Examiner, Winchester
R. B. Banks.....Divisional Claim Agent, Baltimore
J. M. Powell.....Captain of Police, Baltimore

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick
C. A. Mewshaw.....Trainmaster, Camden Station
E. E. Hurlock.....Division Operator, Camden Station
E. C. Shipley.....Road Foreman of Engines, Riverside
J. J. McCabe..Trainmaster and Road Foreman, Harrisonburg
W. T. Moore.....Freight Agent, Locust Point
D. M. Fisher.....Freight Agent, Washington
W. E. Shannon.....Freight Agent, Brunswick
W. E. Neilson.....Freight Agent, Camden Station
J. L. Hawes.....Freight Conductor, Riverside
W. T. Edgar.....Yard Conductor, Camden Yard
C. W. McDaniels.....Passenger Fireman, Riverside
J. W. Cavey.....Passenger Engineman, Riverside

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden Station
S. C. Tanner.....Master Carpenter, Camden Station
C. A. Thompson.....Signal Supervisor, Camden Station
J. Flanagan.....General Foreman, Locust Point
C. W. Selby.....Supervisor, Gaithersburg
S. J. Lichliter.....Supervisor, Staunton, Va.
W. O. Runkles.....Section Foreman, Brunswick
C. Ritter.....Signal Repairman, Mt. Royal Station
R. W. Mitchell.....Carpenter Foreman, Baltimore

Motive Power Department

T. F. Perkinson.....Master Mechanic, Riverside
G. B. Williamson.....General Car Foreman, Riverside
T. O'Leary.....Car Foreman, Washington
C. W. C. Smith.....Machinist, Brunswick
C. B. Bosien.....Machinist Apprentice, Riverside
J. W. Peyton.....Leading Car Inspector, Brunswick
G. N. Hammond.....Gang Foreman, Locust Point

Washington Terminal

Correspondent, G. H. Winslow, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. Winslow.....Chairman, Secretary, Y. M. C. A.
Dr. James B. Grier..Medical Examiner, Sanitary Inspector

Motive Power Department

G. W. Kiehm.....Air Brake Supervisor
W. M. Grant.....Boiler Foreman
H. A. Bright.....Gang Leader
C. J. Ayers.....Gang Leader
A. F. Kreglow.....Storekeeper
T. E. Croson.....Yard Engine Dispatcher
N. Tippet.....Foreman, Car Shop
H. A. Barefield.....Assistant Foreman
A. A. Pace.....Foreman, Station
J. J. Desmond.....Gang Leader
G. Valentine.....Yard Engine Dispatcher
B. Howard.....Assistant Foreman
R. Heindrich.....Foreman, Station

Transportation Department

P. H. Deleplane.....Train Director
L. T. Keane.....Conductor
E. M. Farmer.....Conductor

Maintenance of Way Department

W. M. Cardwell.....Master Carpenter
F. W. Hodges.....Foreman, Carpenter Shop
H. L. Bell.....Foreman, Carpenter Shop
A. M. Brady.....Track Foreman
J. T. Umbaugh.....Track Foreman
P. C. Richmond.....Signal Maintainer

The New Year, with its opportunities, is upon us. The old year is gone and the last words and deeds have been inscribed on its page. As we review the last year, let us be thankful for all that has occurred: for the pleasant things, achievements and deeds, which have brought joy and happiness to others as well as ourselves, and for the unpleasant things—disappointments and failures because of the lessons we have learned and the assistance that each one of us may be to those to whom it may be our privilege to counsel and advise in the future. As we look forward to the coming year, let us be more thankful for new opportunities which shall be ours, and for the anticipations of greater activities and more noble achievements in our several fields of endeavor. In a word, let us forget the past insofar as it shall be a hindrance to our best effort, and let us press "Onward and Upward" toward perfection. This be our thought for the year 1918.

The honor roll of the Terminal Railroad Y. M. C. A. has been augmented during the past few days by twelve of our members joining the ranks in the various branches of service. T. L. Boyd, T. J. Murphy, H. L. Bushong, C. W. Winstead, R. E. Kenyon, L. G. Sparrow and G. M. Cook, enlisted in the 28th U. S. Engineers. P. T. Wells and W. E. Walker joined the U. S. Marine Corps, the former going to Quantico, Va., and the latter to Paris Island, N. C. F. E. Good, T. A. Zirkle and H. R. James are in the National Army at Camp Lee, Va. Our best wishes go with these men as they enter the Nation's service to preserve the principles of justice, righteousness and humanity, not only for America but for the world.

The month of December has been a busy one for this association. The holiday rush, with its extra traffic, both in passenger and freight service, brought a large number of additional trainmen to us for accommodation. We are pleased to be able to say that without a single exception every man was accommodated and afforded the opportunity to secure rest and refreshment while laying over in Washington. An average of two hundred men each twenty-four hours were taken care of during this period. This exceeds even inauguration records in the way of providing sleeping and bathing facilities for trainmen running into the Washington Terminal.

The "Billy" Sunday Tabernacle, located on the Plaza, just opposite Union Station, has been completed, and was dedicated on New Year's Eve. The Rev. George H. Miller, of the Ninth Street Christian Church, was presiding officer. The address of dedication was delivered by the Rev. James L. Gordon, of the First Congregational Church. The choir, under the direction of Percy S. Foster, filled the great auditorium with the strains of many of the revival hymns. Following the dedication service, a community watch night service was held, beginning at ten o'clock. Commissioner Louis H. Brownlow was presiding officer at this service. He was introduced by the Hon. Robert Lansing, Secretary of State. A number of men prominent in the affairs of the District made brief addresses.

"Sunny" Anderson, one of our former baseball stars, is sporting a moustache these days. Anderson also informs us that he has taken unto himself a wife. Well, we extend to him our heartiest congratulations and well wishes.

Marital bliss is no respecter of persons. We extend our cordial felicitations to Charles D. Perry, formerly membership secretary of this Association, on the event of his marriage to a charming young lady in Detroit, Michigan.

We are glad to welcome Frank Bernichi to the fold again. Frank went away for a while and we missed him greatly. He is back again and we know he soon will be hard at work for the Association.

Our deepest sympathies go out to our fellow-member, John T. Pilcher, in his recent bereavement. Mr. Pilcher's father died suddenly in the early part of the month.

Word has just reached us that Edward G. Boss, former assistant secretary, has enlisted in the Navy. Another addition to the honor roll.

The Washington Terminal Women's Auxiliary to the Red Cross has again demonstrated its energy in no uncertain manner. During the recent drive for membership, which concluded Christmas Eve, this branch of the work secured 1,064 members for the Red Cross. Untiring efforts on the part of the members of the auxiliary accomplished these results and the women who sacrified comfort and ease to work for such a noble cause are to be highly complimented. We wish the auxiliary and all its members great success in their future endeavors.

Washington, D. C., Freight Station

Correspondent, W. L. Whiting, *Chief Clerk*

It is not often a nice thing to report a raid, but when it is one of an agreeable nature we feel that the other fellow should hear about it.

One afternoon recently three ladies of the Washington Terminal Auxiliary of the American Red Cross Society descended in full force on this station and remained for about an hour, during which time they succeeded in obtaining about thirty new members. This was very good work and we congratulate the "raiders" and wish them all success in other fields of their work. The ladies in the party were Mrs. Fisher, wife of our freight agent; Mrs. Mathews, wife of our general foreman and Mrs. Whiting, wife of the chief clerk. These "raiders" are also working every day at the Union Station and are accomplishing fine results.



J. T. MATTHEWS AND CLERKS AT WASHINGTON, D. C., FREIGHT STATION

Above is a picture of W. E. Hayghe, rate and trace clerk, seated at the right, and next to him "Charlie" Laverine, waybill clerk, while holding the door in its place is Archie Fowler, utility clerk; and last but not least is our general foreman, J. T. Mathews, exercising paternal care over Miss Hawkins, who is standing on the step.

A very pleasant and entertaining meeting was held in the general yardmaster's office on Wednesday, December 5, at which division superintendent C. B. Gorsuch delivered a most instructive address to the forty or fifty men present. The subject of the address was "The Duties of Railroad Men in the Effort to Win the War."

Mr. Gorsuch called attention to the necessity of getting warm clothing to the boys in camp before the extreme cold weather sets in and colds are contracted, developing measles and pneumonia, from the effects of which many of our good soldier boys have already passed over the line. He urged every man to make it a matter of personal responsibility, and to remember that, perhaps, "his boy" may be one who needs a little comfort and cheer from home. The speaker said that while the heads of the various railroad systems are studying and planning methods of transporting the necessities of life to the soldiers in the quickest possible manner, they could not accomplish results without co-operation on the part of the men who run the trains, and that, as men, we must "do our bit," ever remembering how much better off we are here, with comfortable homes and firesides to go to after our day's work, than the poor fellows in the trenches "over there." We must also remember that constant and persistent application to the share of the work given us to do is necessary. Can we do it? Yes, we can by working in harmony and cooperation with each other to advance the cause of Freedom and Liberty and take care of the boys "over there" who are giving their lives for the same cause.

Mr. Gorsuch urged us to remember the motto, "Everyman is my Brother," and every man has his own particular part to do to help win the war. Also to remember that every little thing each one does is helping the Government in the great purpose that it has undertaken to accomplish. Do not wait to be driven into it, but do it now, willingly and cheerfully!

The speaker gave us two axioms that are well worth keeping before us all the time:

"He who thinks he has done his best, do a little bit more!" "He who has done nothing, do something now!"

Mr. Gorsuch called upon us each personally to do our duty, assuring us that the Baltimore and Ohio will not forget those who are faithful in their work, not only in this present great emergency, but in the performance of all other duties assigned them to do.

General yardmaster R. F. Gaither stated that he was very glad to report that all the men were working and pulling together in a fraternal spirit, determined to accomplish the looked for results and do their bit. Mr. Gorsuch replied that it was good to hear such a report and urged everyone to keep it up.

At the close of the meeting the superintendent shook hands with every man and had a pleasant smile and word of encouragement for each one.

We all felt better for the pleasant hour.

Mount Clare Shops

Correspondent, V. F. Riley, *Secretary to Superintendent*

Divisional Safety Committee

L. Finegan.....Chairman, Superintendent of Shops
E. P. Poole.....Vice-Chairman, Asst. Supt. of Shops
V. F. Riley.....Secretary, Secretary to Supt. of Shops
J. Howe.....General Foreman
H. A. Beaumont.....General Car Foreman
G. H. Kapinos.....Supervisor of Shop Machinery and Tools
Dr. F. H. Digges.....Assistant Medical Examiner
P. F. Wagner.....Shop Hand, Erecting Shop
H. T. Stickell.....Boilermaker, Boiler Shop
G. F. Klein.....Piece Work Inspector, No. 1 Machine Shop
E. B. Bunting.....Machinist, No. 2 Machine Shop
W. H. Robinson.....Pipe Fitter, Pipe and Tin Shop
G. M. Kiser.....Moulder, Foundries and Re-Rolling Mill
J. T. Giles.....Blacksmith, Blacksmith Shop
G. Schmale.....Machine Operator, Bolt and Forge Shop
W. P. May.....Machinist, Air Brake Shop
C. Kessler.....Patternmaker, Pattern Shop
A. G. Mercer.....Machinist, No. 3 Machine Shop and Steel Car Plant
T. U. Dover....Shop Hand, Tender and Tender Paint Shop
H. Alker.....Shop Hand, Axle Shop and Power Plant
J. E. Leary.....Gang Foreman, Freight Car Track
J. Jankiewicz.....Car Builder, Passenger Car Erecting Shop
W. F. Zoellers...Upholsterer, Passenger Car Paint, Finishing and Upholstering Shops
J. J. Pitsinger.....Mill Machine Hand, Saw Mill and Cabinet Shops
W. Banahan.....Foreman, Stores Department

We regret the loss of J. R. Orndorff, assistant storekeeper at this station, who resigned January 3 after a service record of twenty-eight years and eleven months. Mr. Orndorff entered the service in 1889 and has served in the Pur-

chasing, Motive Power and Stores Departments during this period. We extend our best wishes to Mr. Orndorff and feel sure he will be successful in the execution of his new duties.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
Thomas R. Rees, *Secretary to Superintendent*
W. C. Montignani, *Secretary, Y. M. C. A.*
Laura E. Lingamfelter, *Stenographer, Maintenance of Way Department*

Division Artist

Mabel R. Crawford, *Tonnage Clerk, Division Accountant's Office*

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
H. W. Grenoble...Vice-Chairman, Assistant Superintendent
T. R. Rees.....Secretary
E. P. Welshonce.....Trainmaster, West End
E. C. Groves.....Trainmaster, East End
L. J. Wilmoth.....Road Foreman, East End
M. A. Carney.....Road Foreman, West End
F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
Dr. J. A. Dorner.....Medical Examiner
Dr. J. J. Mayer.....Assistant Medical Examiner
G. R. Bramble.....Freight Agent
W. D. Strouse.....Joint Agent
L. O. Miller.....Car Foreman, East End
R. A. Tull.....Car Foreman, West End
F. L. Leyh.....Storekeeper
E. A. Workman.....Storekeeper
Robert Childers.....Division Claim Agent
T. Z. Terrell.....Freight and Ticket Agent
I. S. Sponseller.....General Supervisor
H. D. Schmidt.....Captain of Police
F. A. Tatlor.....Master Carpenter
W. L. Stevens.....Shop Clerk
W. C. Montignani..Secretary, Balto. and Ohio Y. M. C. A.
M. E. Mullin...Assistant Master Mechanic, Keyser, W. Va.

Rotating Members

J. C. Hauser.....Conductor
F. Haddix.....Engineer
H. H. Grimm.....Fireman
J. D. Defibaugh.....Machinist
C. W. Robinson.....Car Inspector
F. B. Rathke.....Yard Brakeman

Baltimore and Ohio Athletic Association of Cumberland, Md.

President

Griffin A. McGinn.....Chief Clerk to Superintendent

Vice-Presidents

F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
H. D. Street.....Division Freight Agent
A. J. Kelly.....General Yardmaster

Treasurer

G. R. Bramble.....Freight Agent

Secretary

T. R. Rees.....Secretary to Superintendent

The following changes in the organization of the Cumberland shops were made January 1:

W. R. Earle promoted to assistant master mechanic, nights, vice T. J. Raycroft, furloughed.

D. E. Linn promoted to general foreman, day, vice W. R. Earle, promoted.

A. W. Bratt promoted to erecting shop foreman, day, vice D. E. Linn, promoted.

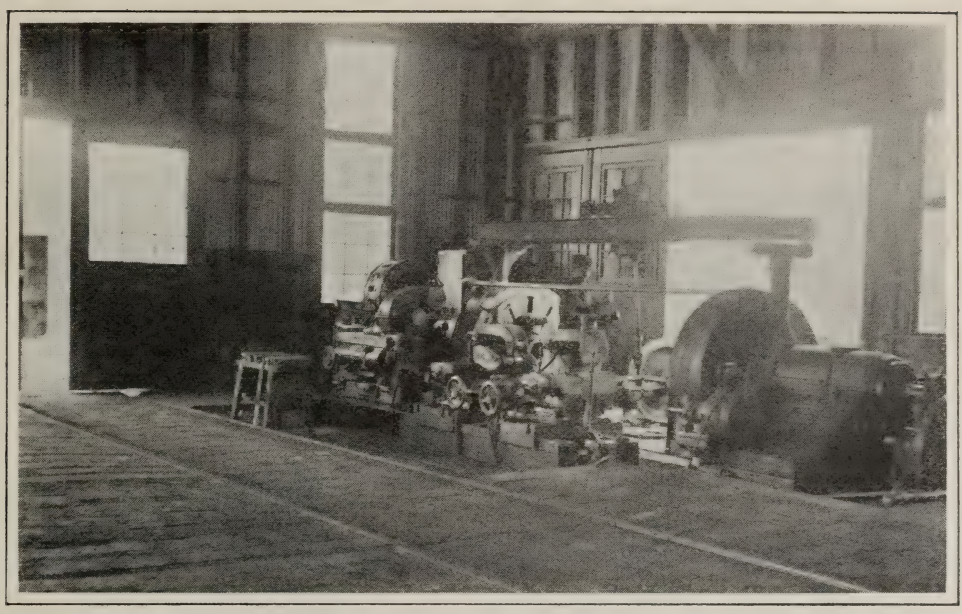
R. B. Schuck promoted to enginehouse foreman, vice A. W. Bratt, promoted.

John Reese promoted to enginehouse foreman, vice R. B. Schuck, promoted.

The following appointments became effective in December: B. J. Marks and R. E. Fury assistant road foremen, West End; H. P. Brant,



NEW WHEEL SHOP AT CUMBERLAND



LATHE AT CUMBERLAND WHEEL SHOP

assistant road foreman, East End; C. J. Hooton and P. B. Carey, traveling firemen, West End; E. J. Fallon, assistant trainmaster, West End; J. F. Mentzer and O. W. Thompson, traveling firemen, East End, Cumberland Division.

The Cumberland Division is glad to record the completion of the Green Street Subway, which eliminates a grade crossing at one of the principal thoroughfares in Cumberland.

With the breaking of ground for the Kelly-Springfield Tire Plant located south of Cumberland along the New York-St. Louis Lines of the Baltimore and Ohio, the boulevard leading from the city to the plant site was selected to take the course of Green Street and the improvement of this thoroughfare for traffic to and from the plant resulted in the elimination of the grade crossing and the construction of the subway.

This improvement, therefore, is the outgrowth of developments instituted by the aggressive Industrial Department of the Baltimore and Ohio and is a creditable monument to that cooperation with Cumberland to local improvements which promises to double the population of the city.

The subway was constructed under the direction of the chief engineer, at an estimated cost of $67,000. The Maintenance of Way forces of the Cumberland Division built the supporting structure and took care of the traffic during the work and the excavating and masonry was handled by the Vang Construction Company of Cumberland, Maryland, under the supervision of Charles Frenald, field engineer, representing the Engineering Department.

J. H. Fike, who pitched the Cumberland Division baseball team to victory last summer, is now a member of Company C, 112th Machine Gun Battalion at Camp McClellan, Ala.

Since being with the Army Mr. Fike has pitched for a team which played six games and won them all.

Miss Harriett L. Taylor, daughter of master carpenter F. A. Taylor, who has been employed in the office of the division accountant at Cumberland, resigned her position to accept a Civil Service appointment in Washington, effective December 1.

Miss Taylor displayed exceptional ability in her work, which her friends feel will insure her success with the Government.

At a recent safety meeting in Cumberland division engineer Hanly called attention to the necessity of trackmen watching carefully for approaching trains while working along or on the tracks, with ears and head covered up as a protection against cold weather.

He also mentioned the fact when tracks were covered with snow, still greater care should be exercised, as under those conditions the noise of approaching trains was further decreased.

Mr. Hanly's remarks at this season are timely and should be remembered by trackmen and others whose duties require them to work along the right of way.

A letter from former operator Charles B. Smith, of Rowlesburg, who is now with the Army, was received from Corregidor, Fort Mills, P. I., dated November 6. The letter reached Cumberland December 17.

Several extracts from the letter are interesting:

He states "'Jim' (his brother James A. Smith, former operator at Blaser, W. Va.) and I are working here on the island as radio and cable operators. Was sent here on October 16. Our Company is at Fort William McKinley, Manila, P. I."

"This is the largest radio station on the island and lots of work."

"It is just like a mountain humped up out of the ocean and we are right on top of it. We saw where the people sleep in the trees; they are called Egerotts. They are very small and are shy of white people. They have some kind of things made out of bamboo right up in the trees and they certainly look queer."

"All of us operators have to take our turn to Japan and China on the transports and liners and it looks as if 'Jim's' and my turn will probably come this month, as they have from two to four operators on a boat."

His present address is Charles B. Smith, Radio Station, Corregidor, P. I.

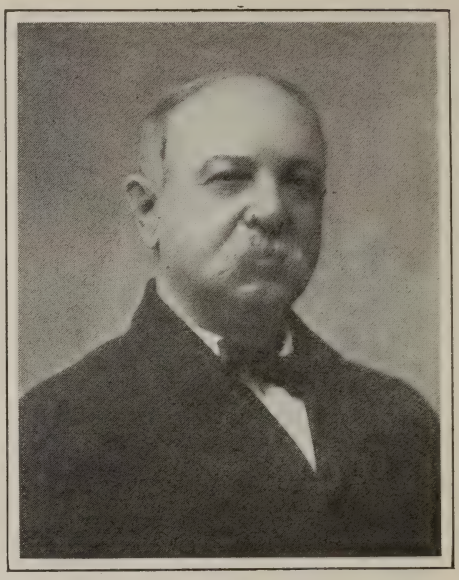
Illario Fazzalari, former section foreman at Oakland, Maryland, is now in training at Camp Gordon, Georgia, with Company C of the 307th Engineers.

Fazzalari is one of several of the Cumberland Division foremen who have been selected from the service and we feel sure that his activities under Uncle Sam's direction will be productive of even better results than he obtained on his section at Oakland.



ILLARIO FAZZALARI

Half a century ago when the Baltimore and Ohio line to Wheeling, W. Va., was completed a young man, who was born on a farm near



WILLIAM A. HILLEARY

Frederick, Md., laid aside his hoe and went to that town to seek employment with the Company. He was given a position as engine hostler. When he secured that job perhaps he did not think that he would round out forty-nine years in the Company's service. He retired in 1902.

That man is William A. Hilleary, who, before his retirement, was a passenger engineer. Entering the Company's service in August, 1853, he faithfully followed his occupation as hostler until May, 1857, when he was promoted to fireman. In May, 1858, he was advanced to the more responsible position of engineer. Four years later he was given charge of a passenger engine, and remained in that capacity until his retirement. While in the service of the Baltimore and Ohio he operated every class of engine which the Company then owned, including the 1300 class. The old "coal crab," one of the first engines to be operated by Mr. Hilleary, was, as one man puts it, "like a big grasshopper racing down the pike." The cylinders of this engine were perpendicular to the rail and would certainly look grotesque in these days of fast flyers.

His first thrilling experience occurred in the early eighties, when a large party of the Masonic fraternity was being transported to Chicago. Twenty-four cars were required for the party and they were divided into three sections. Mr. Hilleary was in charge of the engine in the second section. While descending the steep grade between Tunnelton and Newburg the train parted between the fourth and fifth cars and they had attained a great speed. Mr. Hilleary was equal to the occasion, however, for he operated his engine in such a manner that he avoided a collision with the first section and

was also instrumental in preventing the detached part of the train from colliding with the rear end of that part of the train which remained linked with the engine. In 1864 he and his crew were taken prisoner by McNeil's Rangers and the engine and five passenger coaches were burned. The engine was repaired later, however, and once Mr. Hilleary operated it into Mt. Clare hauling sixteen broken cars.

Hr. Hilleary's reminiscences of the early days of railroading are extremely interesting. He lives at Cumberland with his son Harry, who is employed in the Company's shops. He also has a grandson in the service.

The pen sketch at bottom of column of J. H. Thompson, telephone maintainer, is an excellent likeness and was sketched from a photograph by our division artist, Miss Crawford. Mr. Thompson has charge of the repairs and maintenance of telephones on the division and is popular, efficient and well liked.

Miss Marguerite Greenwade, who has been stenographer to agent Terrell, has resigned and gone to Turlock, Cal., on an extended visit. Miss Margaret Niland, daughter of yardmaster J. Niland, succeeds Miss Greenwade.

Born to trainmaster's clerk and Mrs. O. S. W. Fazenbaker, a daughter, on Sunday, December 16. "Pa" Fazenbaker is getting along pretty good and we hope he'll get over it.

Charles Neville, yard clerk, has joined the Army and is stationed at Camp Meade.



J. H. THOMPSON

John Carter, formerly night foreman at M. & K. Junction, has joined the Aviation Corps and is in training at Princeton, N. J.

Martinsburg Shops

Correspondent, W. L. Stephens

Planerman A. S. Barron is the proud father of a fine baby boy. May he grow to be as fine a man as his "dad."

A number of our shop soldier friends were home to spend the yule-tide season. The boys are looking fine and make a splendid showing in their uniforms. May they prove as efficient in their new uniforms as they did in their old blue overalls.

The shops are putting forth every effort to keep up production, conserve materials, fuel, light, and all other essentials necessary in the upkeep of equipment.

Superintendent Brantner has started a new plan of shop inspection which bids fair to bring excellent results. At a certain time known only to himself he calls all shop foremen together and starts on an inspection of one or more of the shops. The foremen do not know in advance when their shops are to be inspected, hence it becomes imperative that each shop be kept in the best shape possible. The plan has given splendid results so far and bids fair to do much better in the future.

A new impetus has been given Safety First around the shops. The superintendent has appointed a committeeman from each shop and placed him in charge of safety matters pertaining to his shop. Meetings are held twice a month when suggestions for the safety of workmen are proposed and discussed, and the results noted. In addition to safety this committee is charged with all matters pertaining to sanitation and is required to report anything of an unsanitary nature around the plant.

The committeemen will serve six months, when new men will be appointed for a like term.

The personnel of the committee is as follows: W. L. Stephens, chairman, superintendent; E. T. Von Goshen, yard laborer, secretary; John G. Davis, bridge and machine shop; A. C. Perry, carpenter and scale shop; E. Snyder, frog shop, and W. R. Parkinson, blacksmith shop.

In this committee, as in all other such committees, the need of education along safety lines is recognized as one of the greatest factors in promoting safety and the lessening of accidents. The predominating influence of carelessness in a large percentage of accidents and injuries to employes was discussed and each committeeman has promised to do his utmost to further the subject of education among the employes of his shop and aid in a consistent effort to cut down the personal injuries to employes and to promote a strong policy of Safety First in all departments of the shop.

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton
R. F. Haney, *Conductor*, Weston
C. F. Schroder, *Operator*, Grafton
J. Lynch, *Car Inspector*, Fairmont

Divisional Safety Committee

J. M. Scott.....Chairman, Superintendent, Grafton, W. Va.
J. W. McClung.....Trainmaster, Grafton, W. Va.
J. A. Anderson.....Master Mechanic, Grafton, W. Va.
W. I. Rowland.....Road Foreman, Grafton, W. Va.
J. F. Eberly.....Division Engineer, Grafton, W. Va.
H. L. Miller.....Car Foreman, Grafton, W. Va.
J. O. Martin.....Division Claim Agent, Clarksburg, W. Va.
Dr. C. A. Sinsel.....Medical Examiner, Grafton, W. Va.
Dr. E. A. Fleetwood.....Medical Examiner, Clarksburg, W. Va.
P. B. Phinney.....Agent, Grafton, W. Va.
J. D. Anthony.....Agent, Fairmont, W. Va.
S. H. Wells.....Agent, Clarksburg, W. Va.
R. L. Schill.....Agent, Weston, W. Va.
E. J. Hoover.....Agent, Buckhannon, W. Va.
F. W. Tutt.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.

Rotating Members

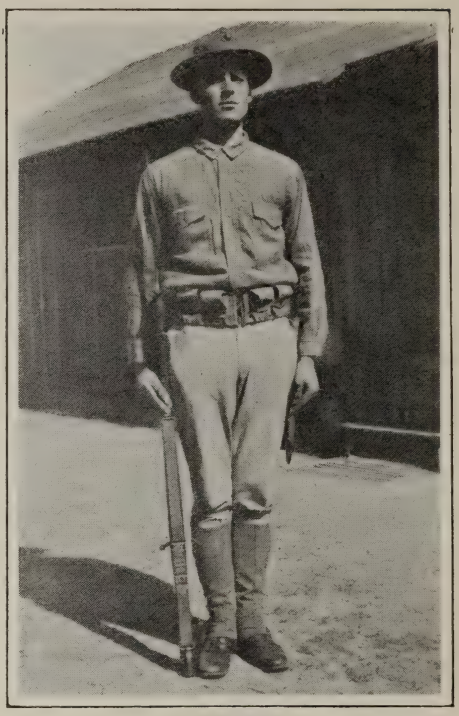
J. O. Whorley.....Engineer, Fairmont, W. Va.
W. H. Kelly.....Machinist, Grafton, W. Va.
C. C. Burgy.....Brakeman, Grafton, W. Va.
E. E. Yerkey.....Conductor, Clarksburg, W. Va.
J. W. Thornhill.....Car Inspector, Fairmont, W. Va.
L. V. Atha.....Conductor, Grafton, W. Va.
E. L. Pendergast.....Machinist, Fairmont, W. Va.

Below is photograph of Emza Jane Nuzum, daughter of general yardmaster Bailey Nuzum, of Fairmont. Her age is two months, and weight fourteen pounds. Mr. Nuzum thinks his is the champion baby of the West Virginia District.

It is needless to speak of the patriotism of the employes of the Baltimore and Ohio Railroad Company, but special mention is due trainmaster James McClung, of Grafton. "Jim" has been instrumental in raising more money for the Y. M. C. A. and Red Cross than any other individual on the Monongah Division. He is becoming famous by the patriotic speeches he is making in defense of his country. While



EMZA JANE NUZUM



F. SNYDER

"Sunshine Jim" is deprived of the privilege of answering the call to the colors because of "old age," yet he is not sleeping and the results of his labors are rolling up in dollars and cents for the great cause—"to win the war."

Misses Eva Gerkin and Kate Tucker, clerks in the superintendent's office, recently visited friends in Parkersburg.

Above is photograph of former road foreman of engines F. Snyder, who is a member of the 24th Company U. S. M. Corps. Mr. Snyder took an examination the first of the year for a commission.

Brakeman C. Marsh and R. D. Williams, now at Camp Lee, were home for the Christmas holidays.

Conductor R. Roush of the Gauley local and conductor W. C. Cooper of the Terminal Mine run, Clarksburg, visited the railroad boys at Camp Lee.

Our efficient general foreman, E. P. Mitchell, has been promoted to foreman at Lorain, Ohio. E. K. Rogers, night foreman at Clarksburg, has taken the position of general foreman at Weston.

A Waggoner, agent at Richwood, has resigned to enter the business world. A. W. Harrison has been appointed agent at that point.

On November 24 a special train, consisting of four cars with three hundred rooters from Wes-

leyan College at Buckhannon, left Buckhannon at 9.20 a. m. and arrived at Clarksburg at 11.00 a. m. Wesleyan College, notwithstanding the condition of the weather—two inches of snow on the ground—beat the West Virginia University football team 20 to 0, which goes to show that the mountaineers from Buckhannon have the "pep." Train was in charge of trainmaster Deegan and road foreman Marsh.

C. H. Towles, ticket agent at Clarksburg, spent a fifteen day vacation in New York and other cities east. He was relieved by H. R. Wickham, ticket agent of Grafton. We are glad that we could arrange for Mr. Towles to have a few days off duty as he is always on the job at Clarksburg.

H. D. Hardesty has been appointed as agent at Lumberport, W. Va.

Grover Cleveland Taylow has been appointed agent and operator at Allingdale, W. Va.

W. W. Mowrey has resumed duty with the Baltimore and Ohio as agent-operator at Jane Lew, W. Va.

Phillip Campbell, train dispatcher, was in Grafton doing his Christmas shopping. It is rumored there will soon be a Mrs. "Phil."

Agent John D. Anthony, of Fairmont, one of the most popular agents on the System, was a caller at Grafton on the nineteenth, attending "Safety First" meeting.

Miss Marie Deegan, clerk in the superintendent's office, spent a few days' vacation visiting friends at Buckhannon.



WARREN E. SHELTON

Wheeling Division

Correspondents

C. F. Miller, *Office of Superintendent*
D. F. Allread, *Agent*, Folsom, W. Va.

Divisional Safety Committee

E. V. Smith.....Chairman, Superintendent
E. C. Wight.....Division Engineer
F. C. Schorndorfer.....Master Mechanic
C. Malone.....Trainmaster
M. J. Walsh.....Road Foreman of Engines
M. E. Cartwright.....Terminal Trainmaster
J. A. Fleming.....Agent, Wheeling, W. Va.
Dr. J. E. Hurley.....Medical Examiner
M. C. Smith.....Claim Agent
F. M. Garber.....Car Foreman
Dr. L. D. Norris.....Medical Examiner, Fairmont, W.Va.
H. H. Tederick.....Supervisor
C. F. Burley.....Machinist
F. E. Gatewood.....Conductor
M. E. Lee.....Conductor
L. O. Swann.....Fireman
H. K. Reid.....Engineman
A. J. Sonnefeld.....Secretary

Ohio River Division

Correspondents

S. S. Rousch, *Office of Superintendent*
Miss Helen Wright, *Office of Division Engineer*

Divisional Safety Committee

J. W. Root.....Superintendent
F. G. Moran.....Trainmaster
J. G. Kircher.....Road Foreman of Engines
O. J. Kelly.....Master Mechanic
L. E. Haislip.....Division Engineer
F. R. Davis.....Terminal Trainmaster
Dr. J. P. Lawlor.....Medical Examiner
E. Chapman.....Captain of Police
F. A. Carpenter.....Agent, Parkersburg
S. E. Eastburn.....Agent, Yardmaster, Huntington
H. F. Owens.....Secretary

Rotating Members

P. M. Roe.....Engineer
O. W. McCarty.....Fireman
H. Neal.....Conductor
M. F. Caldwell.....Brakeman
A. C. Smith.....Car Department
C. R. Taylor.....Locomotive Department
J. E. Rosier.....Stores Department

Cleveland Division

Correspondent, G. B. Gymer, *Secretary to Superintendent*, Cleveland

Divisional Safety Committee

H. B. Green.....Superintendent
G. B. Gymer.....Secretary
J. J. Powers.....Trainmaster
W. J. Head.....Trainmaster
A. R. Carver.....Division Engineer
G. R. Galloway.....Master Mechanic
P. C. Loux.....Road Foreman of Engines
G. H. Kaiser.....Road Foreman of Engines
A. J. Bell.....Terminal Agent
Dr. A. A. Church.....Medical Examiner
G. J. Maisch.....Claim Agent
M. E. Tuttle.....Division Operator

Rotating Members (to serve three months)

W. G. Harris.....Assistant Agent, East Akron
C. H. Richards.....Dispatcher, Akron
M. Carano.....Section Foreman, Akron
J. H. Myers.....Carpenter Foreman, Cleveland
T. J. Brown.....Conductor, Lorain
J. A. Moore.....Engineer, Lorain
M. Livingstone.....Engineer, Cleveland
J. E. Friskey.....Conductor, Akron
G. C. Bell.....Conductor, Cleveland
W. Reider.....Machinist, Cleveland
T. A. Horn.....Material Checker, Lorain

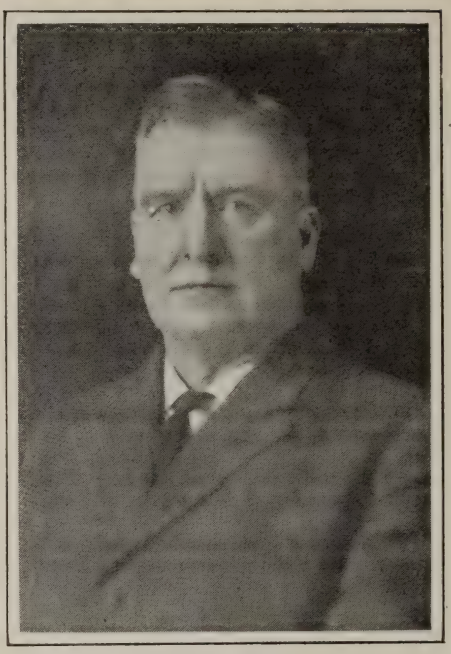
J. C. Fluck, chief clerk to superintendent, spent Christmas in Cincinnati, Ohio. He reports having a good time, as usual.

The photograph on preceding page is of Warren E. Shelton, twenty-six month old son of operator W. E. Shelton, Cleveland, Ohio.

Below is photograph of John D. Fahy, taken in front of the Capitol Building, Montgomery, Alabama. "Jack" was formerly lake coal clerk and car trace clerk in superintendent's office at Cleveland. He was one of the first to join the colors from this point. He was recently promoted to corporal in the 135th Field Artillery, Battery D, in training at Camp Sheridan, Montgomery, Ala.

The following Cleveland Division employes, who were drafted and are in training at Camp Sherman, Chillicothe, Ohio, paid us a Christmas visit: F. S. Scroggie, motive power timekeeper, division accountant's office; P. A. Hamilton, clerk to road foreman of engines, Cleveland; N. M. Baul, operator, and A. Davis, freight conductor.

In introducing "Captain" Charles C. Craig we are forced to remove our hat to his remarkable record, attained in his faithfulness to the Baltimore and Ohio Railroad Company. Up to September, 1917, "Captain" Craig had not missed a single trip since 1898—these few days, by the way, were to visit a son at a training camp before he went to war. Nineteen years of consecutive running! His is not a Sunday run. It is needless to say he would have been on the job each Sabbath had the schedule so decreed. "Captain" Craig's run is Cleveland to Bridgeport, Ohio (Wheeling, W. Va.), one day, and back the next—160 miles each way. Figuring 312 days to the year, for nineteen years "Captain" Craig has signed up for his run 5,928 regular working days, covering a total of 930,040 miles—69,960 short of 1,000,000 miles. From New York to San Francisco is estimated to be 3,000 miles. "Captain" Craig has made the equivalent of this continental trip 310 times—or to the battle fields in Europe from United States soil and return 114 times.



CHARLES CRAIG



JOHN D. FAHY

The distance from the earth to the moon is 237,000 miles, so "Captain" Craig has covered its equivalent nearly four times. He has handled over 1,000,000 passengers. He readily recalls the old days back in the eighties when orders read: "You will run wild——— to———," and he jokingly asserts he has been "running wild" ever since, in so far as continuous work is concerned.

"Captain" Craig has had but few mishaps in his long service, and this alone is a remarkable achievement, considering his record. He enjoys wide popularity all along his regular route, which takes him through Uhrichsville, New Philadelphia, Dover, Massillon and Akron as well as Cleveland, Ohio, where he resides. He was born at New Philadelphia, Ohio, in 1858, and has seen forty-one years of almost continuous service, both freight and passenger. How many can beat it, or equal it? "Captain"

Charley has also two kinds of punches—he can take care of any situation that may arise on his train and he is still very much on the job punching tickets, and he punches 'em with a punch, too.

Newark Division

Correspondent, W. F. Sachs, *Chief Clerk*

Divisional Safety Committee

D. F. Stevens.....Chairman, Superintendent, Newark, O.
J. P. Dorsey.....Vice-Chairman, Trainmaster, Newark, O.
C. R. Deimer.....Division Engineer, Newark, O.
R. A. Vernon.....Road Foreman, Newark, O.
A. E. McMillen.....Master Mechanic, Newark, O.
A. R. Claytor.....Division Claim Agent, Newark, O.
D. L. Host.....T. M. & C. T. D., Columbus, O.
C. D. Miller.....Shopman, Newark, O.
Dr. M. H. Koehler.....Medical Examiner, Newark, O.
T. Waters.....Conductor, Newark, O.
M. H. Devore.....Fireman, Newark, O.
J. N. McDonald.....Engineer, Newark, O.
Lawrence Prior.....Car Repairman, Newark, O.
William Schlingerman.....Machinist, Newark, O.
B. J. Harrington.....Yard Brakeman, Newark, O.

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Broughton.....Chairman, Superintendent
C. M. Stone.....Trainmaster
T. E. Miller.....Master Mechanic
G. N. Cage.....Road Foreman of Engines
Dr. F. H. Weidemann.....Medical Examiner
H. B. Pigman.....Division Operator
A. P. Williams.....Division Engineer
H. D. Whip.....Relief Agent
G. M. Tipton.....Agent



MARY LOUISE CRITCHFIELD



FORMER CLERKS AT JOHNSTOWN, PA

C. A. Albright.....Agent
E. E. McDonald.....Agent
W. F. Herwick.....Conductor
W. J. Drydon.....Road Brakeman
O. E. Newcomer.....Fireman
W. H. Metzgar.....Supervisor
E. C. Lucas.....Car Foreman
A. L. Friel.....Shop Foreman
H. E. Cochran.....Secretary

Above is photograph of (left to right) Victor Campbell, Arthur S. Griffin, son of agent J. T. Griffin, and A. E. Beuttner, who prior to their enlistment were employed as clerks in the office of agent Griffin, Johnstown, Pa. All are enjoying life in the army and promise to give a good account of their fighting qualities when they are sent "over there."

Below is a photograph of Mary Louise Critchfield, little neice of conductor and Mrs. John Pyle, of Somerset, Pa.

One of the most interesting employes' meetings of recent months was held in Connellsville on the evening of December 4. In point of attendance and enthusiasm it surpassed all previous gatherings. General good-feeling was the predominating feature, not to mention the goodly allotment of excellent music furnished by the Connellsville Division Baltimore and Ohio Band and the A-1 brand of speakers and speeches. Earl Stimson, engineer maintenance of way, Eastern Lines, was the rostrum's principal occupant, ably seconded by division superintendent Broughton and C. M. Stone, assistant superintendent. Wit and wisdom were dispensed in entertaining proportions by the speakers to the 150 or more employes in attendance.

Too much praise cannot be bestowed upon the efforts of the above mentioned band, which furnished appropriate music. As a mark of appreciation of its part in the evening's entertainment, a shot gun was auctioned off during the evening and the proceeds presented to the band organization. N. G. Corrick, Connells-

ville Division brakeman, was the lucky bidder. A nice sum was realized, which will be of much assistance to the band, in view of the fact that it is a self-supporting organization, supplying its own music and defraying the expense of an instructor.

The band will be an added feature of all future monthly employes' meetings, which should tend to increase the steadily growing interest in these affairs.

W. H. Metzgar, track supervisor of Connellsville, winner of the annual prize for the best territory on the division, celebrated the event by acting as host at a turkey dinner held at the Hotel Cupp, Connellsville, Pa., December 22. Plates were laid for twenty-four persons. Among the guests were division superintendent Broughton, assistant superintendent C. M. Stone, division engineer A. P. Williams, superintendent's chief clerk W. O. Schoonover, signal supervisor S. M. Gardner, master carpenter J. R. Kauffman and the sixteen or more section foremen under Mr. Metzgar's supervision.

After dinner speeches flowed frequently and fluently. All agreed it was a most enjoyable occasion.

Below is the menu served, which proves in itself that proprietor Cupps not only understands the art of assembling an excellent collection of edibles but also is somewhat proficient in writing a unique menu card.

MENU

Soup—"Pumpy Joint"

Celery—"Stock Yards" Olives "Stuffed at Casparis"

ENTREES

Roast Turkey—"From Turkeyfoot Township"

Oyster Dressing—"Oysters from the Youghiogheny"

Cranberry Sauce—"Indian Creek"

Mashed Potatoes—"By a 6000" Sweet Corn—"Buffalo Run"

Asparagus Tips—"On Tie Plates"

Macaroni and Cheese "A la Schiaviano"

Plum Pudding—"100 Pound"

Ice Cream—"From Bear Run"

Cake—"From Blue Stone"

Hot Mince Pie (From Ohiopyle) Pumpkin Pie (From Mt. Pleasant Branch)

Coffee "Wreck Train" Tea "Rule G" Milk—"Goats"

Pittsburgh Division

Correspondent, B. J. McQUADE, *Office of Superintendent*, Pittsburgh

Divisional Safety Committee

T. J. BRADY.....Chairman, Superintendent
T. W. BARRETT.....Vice-Chairman, Trainmaster
W. J. KENNEDY.....Secretary
C. C. COOK.....Division Engineer
M. C. THOMPSON.....Road Foreman of Engines
G. W. C. DAY.....Division Operator
R. B. STOUT.....Superintendent of Shops
A. J. WEISE.....General Car Foreman
F. BRYNE.....Claim Agent
W. F. DENEKE.....Agent, Pittsburgh
DR. A. J. BOSSYNS.....Medical Examiner
R. F. LANGDON.....Brakeman
E. D. MCCAUGHEY.....Fireman
E. P. CHENOWITH.....Conductor
J. J. BERRY.....Foreman, Glenwood
J. L. SOLIDAY.....Engineer

H. E. Perkins, transitman, Maintenance of Way Department, was just plain "Hi" Perkins in Pittsburgh. But he has shaken the dust of the Smoky City from his feet—more correctly speaking, has washed the grime from his face—and has put up a shingle at Govans, Maryland, which reads: "Assistant Supervisor, Maintenance of Way. I pay big bonuses for efficient track work."

Call on Hiram and get a few pointers. He comes from a town of "live wires" and is expecting to build up a big bonus business in Govans.

Glenwood Shops

Correspondent, FRANK RUSH, *Sec'y to Sup't*

Below is a photograph of the late Jacob Bitschley, painter foreman at Glenwood. Mr. Bitschley was first employed at Glenwood February 1, 1881, as painter apprentice. He was promoted to painter July 1, 1884, and promoted to painter foreman April 1, 1901, which position he held at the time of his death.

It is with regret that we learn of his death. His wife and children have the heartfelt sympathy of the employes and foremen of the Glenwood shops.

Mr. Bitschley was a member of the Pittsburgh Division Veterans' Association.

The workmen in the boiler shop showed their appreciation toward their foreman, "Bill" Pollock, when they presented him with a diamond ring as a Christmas gift. Of course, we all knew that Mr. Pollock was a good man to



THE LATE JACOB BITSCHLEY



WALTER E. HUDSON AND SON

get along with. The Rev. McCabe made the presentation speech and he was equal to the occasion.

It was with deep regret that we learned of the death of blacksmith John Shibley. His wife and family has the sympathy of all the workmen about the Glenwood shops. Mr. Shibley worked for the Baltimore and Ohio Railroad about twenty-five years and was well known about Glenwood shops and was well liked.

Above is a photograph of Walter E. Hudson and son. Mr. Hudson is well-known about Glenwood shops and is well liked by all those who know him. He has been in the service of this Company for a number of years and it can be said that he is a first class workman.

New Castle Division

Correspondent, J. A. Lloyd, *Chief Clerk to Superintendent*

Divisional Safety Committee

C. W. VanHorn.....Chairman, Superintendent
C. P. Angell.....Trainmaster
D. W. Cronin.....Division Engineer
A. H. Hodges.....Master Mechanic
T. K. Faherty.....Road Foreman of Engines
James Aiken.....Agent, Youngstown, Ohio
Dr. F. Dorsey.....Medical Examiner
C. G. Osborne.....Division Claim Agent
F. H. Knox.....Agent, New Castle, Pa.
W. P. Cahill.....Division Operator
W. Damron.....Terminal Trainmaster
A. T. Humbert.....Master Carpenter

Rotating Members (to serve three months)

E. F. Toepfer.....Road Engineer
G. T. Griffith.....Road Fireman
H. A. Bradley.....Road Conductor
S. K. Fielding.....Yard Engineer
L. Whalen.....Pipe Fitter
J. W. Ferron.....Work Checker, Car Department

As a prize for improvement in track conditions on the New Castle Division, supervisor G. W. Huffman, of Newton Falls, was presented with a voucher on December 17, and track foremen G. T. Wooley, U. G. Alberts and R. A. Fanto were presented with vouchers. Superintendent Van Horn presented the vouchers to Messrs. Huffman, Wooley and Fanto. Foreman Alberts was unable to get to the office and his voucher was mailed to him.

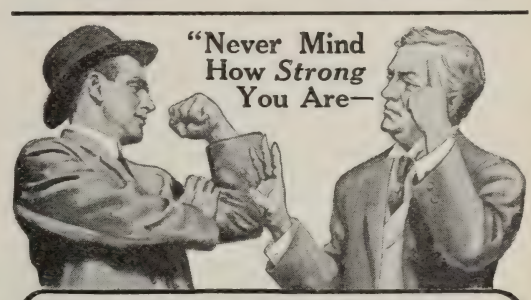
The special efforts on the part of the men named in maintaining good track conditions are highly appreciated by the officials of the New Castle Division.

Chicago Division

Correspondent, P. G. Ervin, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. Jackson.....Chairman, Superintendent, Garrett, Ind.
T. J. Rogers....Vice-Chairman, Trainmaster, Garrett, Ind.
T. E. Jamieson.....Trainmaster, Garrett, Ind.
John Tordella.....Division Engineer, Garrett, Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
F. N. Shultz.....Division Operator, Garrett, Ind.
W. F. Moran.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
J. E. Fisher.....Road Foreman of Engines, Garrett, Ind.
Dr. W. A. Funk.....Medical Examiner, Garrett, Ind.
Dr. C. W. Hedrick.....Medical Examiner, Willard, O.
J. D. Jack.....Claim Agent, Garrett, Ind.
J. F. Milburn.....Act. Sec'y, Y. M. C. A., Willard, O.
John Draper.....Agent, Chicago, Ill.
W. P. Allman.....Agent, Avilla, Ind.
H. C. Baretta.....Engineer
W. J. Wisenbaugh.....Fireman
C. B. Maxwell.....Conductor
A. C. Smith.....Brakeman
S. R. Yingling.....Machinist
W. G. Mehl.....Machinist
J. N. Davis.....Machinist
C. F. Wessel.....Car Inspector
H. J. Blake.....Air Brake Repairman
C. D. Bergstresser.....Yard Brakeman



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☐ Electrical Engineering	☐ Steam Engineering	☐ Farming
☐ Mechanical Engineering	☐ Civil Engineering	☐ Poultry
☐ Mechanical Drafting	☐ AUTOMOBILES	☐ Languages

Name_____

Address_____

P. S. Jack, claim investigator, is another Garrett man to join the colors. He has enlisted as a clerk in the Medical Corps.

Miss Hermina Felden has accepted a position as stenographer in the superintendent's office.

Miss Ruth Bauer has accepted a position as stenographer to car distributer, which position was made vacant by the enlistment of L. L. Plummer for service in the U. S. Army.

E. E. Smith, chief clerk to division engineer, has returned to duty after a two weeks' vacation spent in Florida. Mr. Smith reports a fine time with plenty of warm weather.

W. E. Hathaway, chief clerk to storekeeper Cotton, has enlisted for service in the U. S. Army and is now stationed at Columbus, Ohio. His successor has not yet been chosen. Garrett is certainly doing her share to uphold the democracy of the world. Few towns in Indiana, of her size, have furnished more enlisted men.

The accompanying picture is of six clerks employed in the offices of the superintendent and division accountant who have recently enlisted for service in the U. S. Army. Reading from left to right they are: R. C. Hersh, time clerk; R. W. Eckert, stenographer; J. L. Sobraske, accountant; L. L. Plummer, stenographer; Roy Crawford, time clerk, and Carl Weaver, time clerk. This makes a total of twelve clerks who have been drafted or enlisted in the service.

Chicago Terminal

Corresponednt, W. H. Buckmaster, *Chief Electrician,* Lincoln Street, Chicago

Divisional Safety Committee

J. L. Nichols.....Chairman, Superintendent
J. W. Dacy.....Trainmaster
C. P. Palmer.....Division Engineer



WOMEN EMPLOYED IN ROUNDHOUSE AT WILLARD

R. L. Faithorn.....Assistant Engineer
Alex. Craw.....Division Claim Agent
J. A. Quinn.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Supervisor, Chicago Division
William Hogan.....Supervisor, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Road Foreman of Engines
Charles Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
E. J. Doyle.....Assistant Agent, Forest Hill
Edward Mattingly.....General Car Foreman

Rotating Members (to serve three months)

D. M. Julian.....Car Foreman, Chicago
Ray Elder.....Car Foreman, East Chicago
W. A. Moore.....Engine Foreman, Blue Island
L. R. Shearer.....Engine Foreman, East Chicago
J. E. Cartan.....Engine Foreman, Robey Street
Wm. H. Curry.....Locomotive Engineer, East Chicago
P. S. Pearson.....Locomotive Engineer, Blue Island
John Latshaw.....Locomotive Engineer, Robey Street
O. Norwood.....Machinist, Robey Street
W. H. Smallman.....Machinist, East Chicago
J. McBride.....Boilermaker, East Chicago
Robert Dove.....Boilermaker, Robey Street



CHICAGO DIVISION CLERKS NOW IN U. S. ARMY

Ohio Division

Correspondent, W. L. ALLISON, *Operator C. D. Office*, Chillicothe, Ohio

Divisional Safety Committee

A. A. IAMS.....Chairman, Superintendent
C. H. R. HOWE.....Division Engineer
R. C. WESCOTT.....Trainmaster
H. E. GREENWOOD.....Master Mechanic
WILLIAM GRAF.....Road Foreman of Engines
P. CLARK.....Supervisor
DR. J. G. SELBY.....Medical Examiner
L. B. MANSS.....Captain of Police
GEORGE LITTER.....Engineer
D. H. BUTTS.....Conductor
C. J. PLUMLY.....Agent, Wilmington
FRANK LEE.....Tool Room Man
H. DEVORE.....Fireman
D. L. PETERS.....Brakeman
M. WELSH.....Blacksmith
J. E. CHANEY.....Switchman

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*, Seymour, Ind.

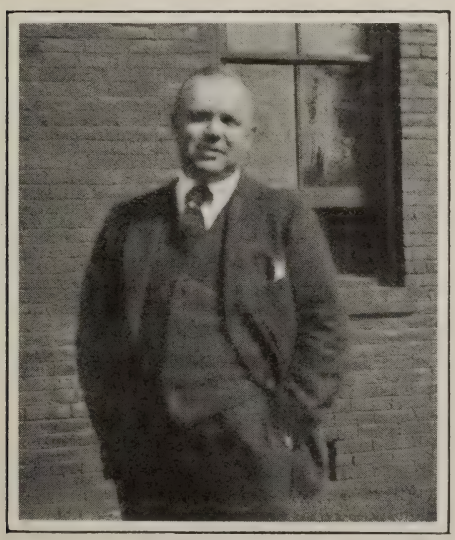
Divisional Safety Committee

G. S. CAMERON....Chairman, Superintendent, Seymour, Ind.
J. B. PURKHISER.....Trainmaster, Seymour, Ind.
H. S. SMITH.....Trainmaster, Seymour, Ind.
C. E. HERTH.....Division Engineer, Seymour, Ind.
J. E. QUIGLEY.....Master Mechanic, Cincinnati, O.
S. A. ROGERS.....Road Foreman of Engines, Seymour, Ind.
M. A. MCCARTHY.....Division Operator, Seymour, Ind.
P. T. HORAN.....General Foreman, Seymour, Ind.
E. MASSMAN.....Agent, Seymour, Ind.
J. E. SANDS.....Agent, Louisville, Ky.
J. E. O'DOM.....Claim Agent, Cincinnati, O.

ROTATING MEMBERS

J. R. TRENT.....Fireman, Seymour, Ind.
A. SWEAZEY.....Conductor, Seymour, Ind.
H. SCHROEDER.....Engineer, Seymour, Ind.
M. L. ELLIS.....Track Foreman, Deputy, Ind

On December 7 the passenger account at East Norwood was transferred from H. J. Woodmansie to H. R. Gabriel, present agent at Norwood.



N. R. MARTIN
Division Accountant, Seymour, Ind.

Washington, Ind., Shops

Correspondent, J. R. MINTER, *Shop Draftsman*

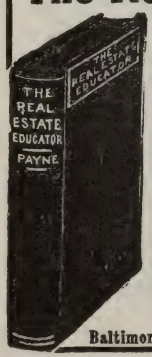
Warren L. Morgan, formerly employed as stenographer in superintendent of shops' office at this point and now a corporal in the National Army, stationed at Camp Meade, surprised the office force by making a call. He was on his way back east after spending a furlough with relatives at Pana, Illinois.

John E. Minter, formerly a machinist apprentice here, now a corporal in the Machine Gun Company of the Tenth Infantry of the U. S. Army, stationed at Fort Benjamin Harrison, recently spent a few days at home with relatives.

Yes, Harold Bourgholtzer, statistician in superintendent of shops' office, makes regular

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Baltimore and Ohio Employes Magazine, Baltimore, Md.

trips to Seymour, Ind. We are not sure, but we think he wears a wrist watch.

John M. Waller, age seventy-one, was pensioned November 14, after having given the Company many years of good and faithful service.

Everet Ingle, formerly stenographer in the superintendent of shops' office, now a sergeant in the Ordnance Department of the National Army at Camp Taylor, spent Christmas with relatives.

Speaking of meatless days, the office force is never without "Ham." We have one of the finest "Hams" in the state in the person of Marlie ("Sophie") Hamm, the bell hop.

Cincinnati Terminal

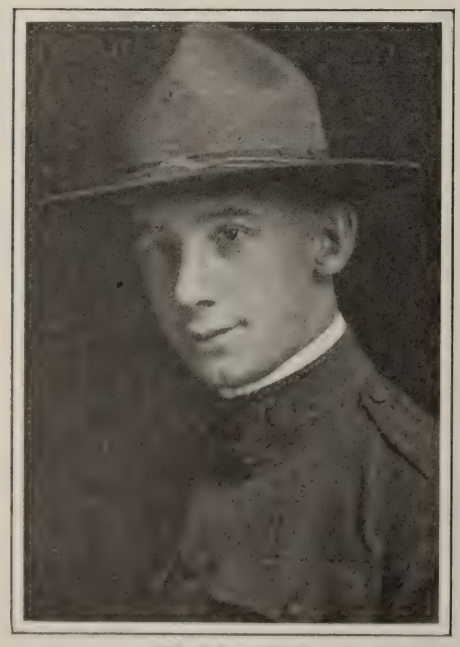
Correspondent, T. W. CALVIN, *Transportation Department*

Divisional Safety Committee

E. T. HORN.....Chairman, Supervisor of Transportation
J. H. MEYERS.....Trainmaster
J. M. MENDELL.....Road Foreman of Engines
L. A. CORDIE.....Assistant Terminal Agent
DR. G. R. GAVER.....Medical Examiner
J. M. BURKE.....Car Foreman
H. P. HOGAN.....General Foreman
G. A. BOWERS.....General Foreman
T. MAHONEY.....Supervisor

ROTATING MEMBERS

E. R. HOTTEL.....Machinist
H. W. KIRBERT.....Engineer
C. R. DOOLITTLE.....Yardmaster
G. HURDLE.....Inbound Foreman
R. H. SEARLS.....Claim Clerk



HARRY HICKS



LIEUTENANT EDGAR B. RITCHIE

On this page are reproduced the photographs of two faithful employes of the office of George W. Squiggins, general passenger agent, who are now in the United States Army.

At the top is picture of Edgar B. Ritchie, private secretary to Mr. Squiggins, who after three months' training with the Second Officers' Reserve Corps at Fort Benjamin Harrison, has been commissioned a First Lieutenant and attached to the 355th Infantry, now stationed at Fort Riley, Kansas.

The other is Harry Hicks, file clerk, who enlisted with the Ohio Medical Corps and is now stationed at Camp Sheridan, Montgomery, Alabama.

Both of these young men have been with our Company for several years, untiring in their efforts and showing marked ability.

W. T. Darling has been appointed road foreman of engines, vice J. M. Mendell, transferred to the Ohio Division.

The many friends of John Mendell, transferred to the position of road foreman of engines, Ohio Division, regret to see him leave, but are glad to hear of his promotion.

Albert Webber is the new caller-weigher at Stock Yards.

Frank Johnson, who has been confined to his home with a broken limb, is out again.

"Joe" Mitchell is the new chief clerk to yardmaster at Stock Yards, vice Frank Goehle, transferred to Hopple Street office.

The worst storm of a generation occurred December 8 and continued with unabating fury

until the twelfth—a foot of snow accompanied by a blizzard and intense cold. There were a good many cases of frosted ears and noses among employes who had to be out of doors. When the thaw came a few days after the storm subsided an ice gorge was formed in Mill Creek that reduced house boats to splinters and threatened to demolish some of the city bridges.

"Hans" Sweeney has taken the position of clerk in office of supervisor of terminals at Eighth Street.

Engineer A. M. Jordan does not "see things." For several days he tried in vain to convince others that he saw a headlight lying along the track near Oakley. He talked so much on the subject that his friends would move away when they saw him coming. In order to prove his statement he rented a taxi the other day and triumphantly returned with a perfectly good headlight. Persons have quit chaffing him now.

F. W. Carner is now yardmaster at Storrs, succeeding J. S. Clayton, resigned.

The terminal train dispatchers have been moved from Eighth Street to Cincinnati Junction, where they occupy a room in the tower. Todd says the new place is right, but he doesn't like to get so far away from the perfumed waters of Mill Creek.

John Webber has been appointed night yardmaster at Oakley.

"Hickory" Jones passed around cigars and is receiving the congratulations of his friends. It is an eight pound girl.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*, Flora, Ill.

Divisional Safety Committee

C. G. STEVENS.....Chairman, Superintendent
OMER T. GOFF.....Secretary, Secretary to Superintendent
K. S. PRITCHETT.....Trainmaster
J. W. ODUM.....Trainmaster
D. HUBBARD.....Division Engineer
W. F. HARRIS.....Master Mechanic
C. H. CREAGER.....Road Foreman of Engines
M. A. MCCARTHY.....Division Operator
H. E. ORR.....Master Carpenter
C. S. WHITMORE.....Signal Supervisor
M. F. WYATT.....Supervisor
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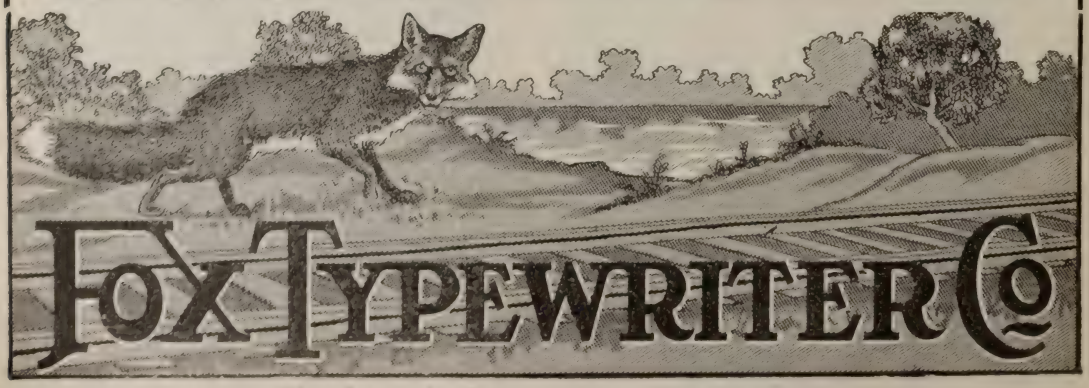
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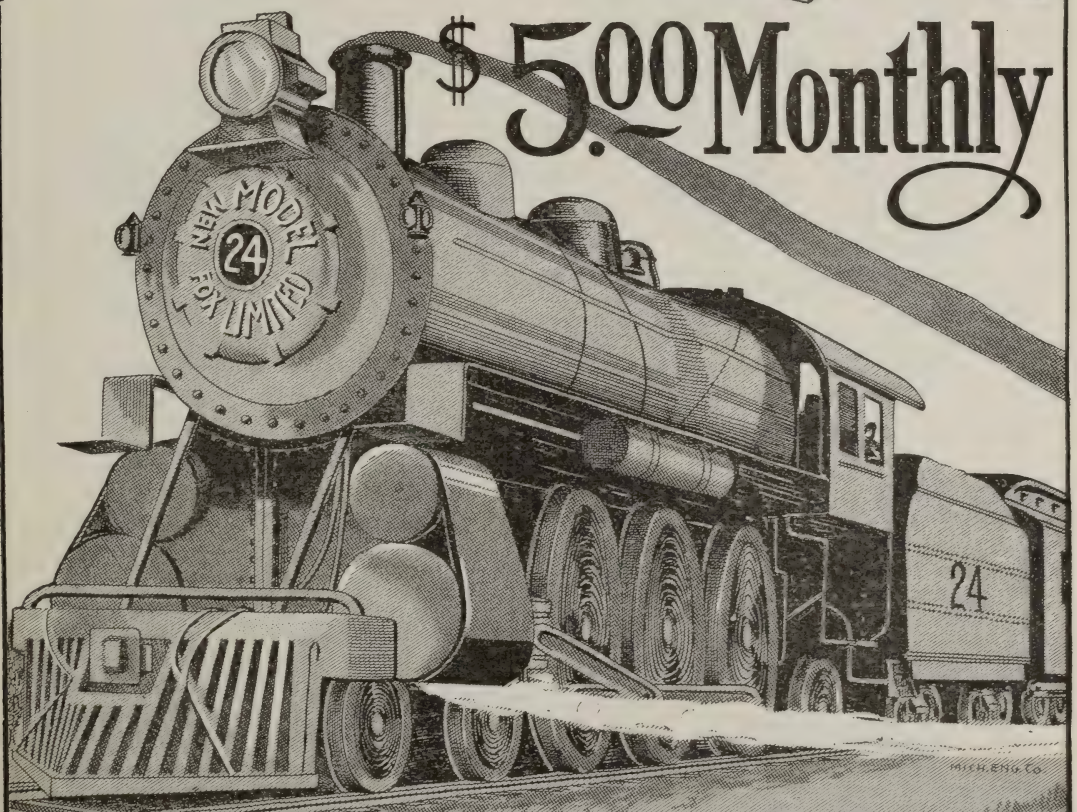
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OFFICE FORCE OF FREIGHT AGENT, TOLEDO, OHIO

Deepest sympathy of division office employes is extended to George Stoecklein, clerk in superintendent's office, on the death of his father.

Roy Cowles, assistant chief train dispatcher, spent his vacation during the past month in the northern part of the state and in Michigan and Oklahoma.

Accompanied by his mother, R. O. Craft, clerk in superintendent's office, spent his vacation with his brother at Camp Sheridan, Ala.

Margaret O'Connor, for some time stenographer in the superintendent's office, has been transferred to a similar position in the chief dispatcher's office.

Congratulations are being extended to Garry F. Donahue, time clerk, by the boys in the division offices. He is now the father of a ten pound baby girl who arrived on December 18.

W. F. Morris, who has been chief clerk to the agent at Dayton for the last twenty-eight years, has resigned from the service of the Company. He is succeeded by W. B. Brice, who held the position of station accountant.

W. J. Kroger, relief agent, Toledo Division, was ill for ten days. The boys all hope for his complete and speedy recovery.

Effective November 16 E. L. Flemming, Jr., and J. H. Jones, who have been employed as firemen on the Toledo Division for the last six years, were promoted to the position of traveling firemen, with headquarters at Dayton.

On November 28 the territory of relief agent W. J. Kroger was extended from Dayton to Toledo, inclusive. F. M. Drake, who has heretofore been relief agent on the Wellston Sub-Division, has been assigned to stations from Dayton to Cincinnati and on the Wellston Sub-Division.

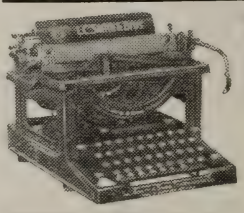
W. D. Johnston, master mechanic at Dayton for the last four years, has been transferred to the same position on the Newark Division, with headquarters at Newark. He is succeeded by A. E. McMillan, who was transferred from the Newark Division.

Sandy Valley & Elkhorn Railway

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Baltimore & Ohio Employes Magazine



February 1918



Are You Getting Anywhere?

¶ You take pride in the fact that your wages have been largely increased since you first became a worker. Yet, when you count up your net assets what have you to show for the money which you earned?

¶ Is there any of this money left?

¶ You have been paying out your money for household expenses, for clothing and for monthly rent of the house or the rooms in which you live.

¶ When you think it over you say, "Why, I am just where I was ten years ago. I am not saving or investing anything."

¶ Why not take the step that will help you to invest the rent money in a home?

Write to "Division S," Baltimore and Ohio Relief Department, Baltimore, Md., and learn how you can invest your money in a home that will be fully paid for in a few years

The Department has properties at the following points along the line of road which may be purchased on the monthly rental plan

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Great dukes bowed before this girl, who could not read. Sinful men, men who had cursed and drunk and murdered all their days, followed her meekly.

It is the most dramatic, the most amazing story in the whole story of human life. In the dim, far-off past, Joan of Arc went her shining way in France—and her story was never told as it should have been till it was told by an American—

MARK TWAIN



To us whose chuckles had turned to tears over the pathos of "Huckleberry Finn"—to us who felt the cutting edge of "Innocents Abroad"—the coming of "Joan of Arc" from the pen of Mark Twain was no surprise.

The story began as an anonymous romance in Harper's Magazine, but within a few months the secret was out. Who but Mark Twain could have written it? Who could have written this book that has almost the simplicity, the loftiness of the Bible—but with a whimsical touch which makes it human? Mark Twain's Joan of Arc is no cold statue in a church—no bronze on a pedestal, but a warm, human, loving girl. Read "Joan of Arc" if you would read the most sublime thing that has come from the pen of any American. Read "Joan of Arc" if you would know Mark Twain in all his greatness. **It is accurate history told in warm story form.**

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Born poor—growing up in a shabby little town on the Mississippi—a pilot—a seeker for gold—a printer—Mark Twain was molded on the frontier of America.

The vastness of the West—the fearlessness of the pioneer—the clear philosophy of the country boy were his—and they stayed with him in all simplicity to the last day of those glorious later days—when German Emperor and English King—Chinese Mandarin and plain American, all alike, wept for him.

A few months ago we had to raise the price a little. That raise in price was a very small one. It does not matter much if you missed it. ¶ But now the price must go up again. ¶ The rising costs make it impossible for us to continue the sale of Mark Twain at a low price. New editions will cost very much more than this Author's National Edition.

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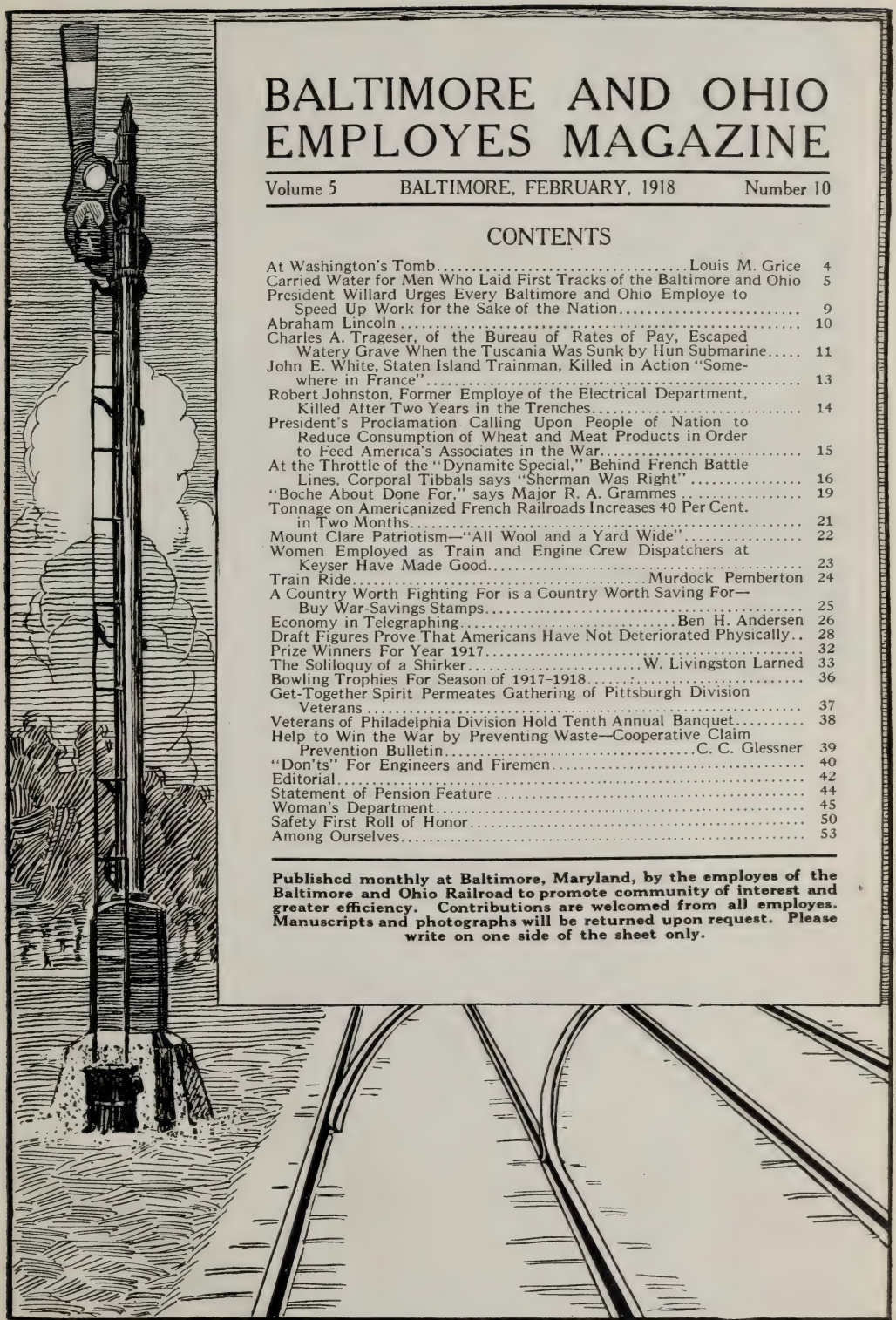
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, FEBRUARY, 1918 Number 10

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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.



AT WASHINGTON'S TOMB

BY LOUIS M. GRICE

Where rhododendrons drowse and willows weep,
And frail for-get-me-nots their charms reveal;
Through moss and foliage, making mute appeal;
Where sapphire waters, purling, coil and creep,
And evermore a murmurous vigil keep;
Where elegies through leafy arches steal,
Chanted by birds the lordly oaks conceal;
A king, uncrowned, is throned in dreamless sleep.

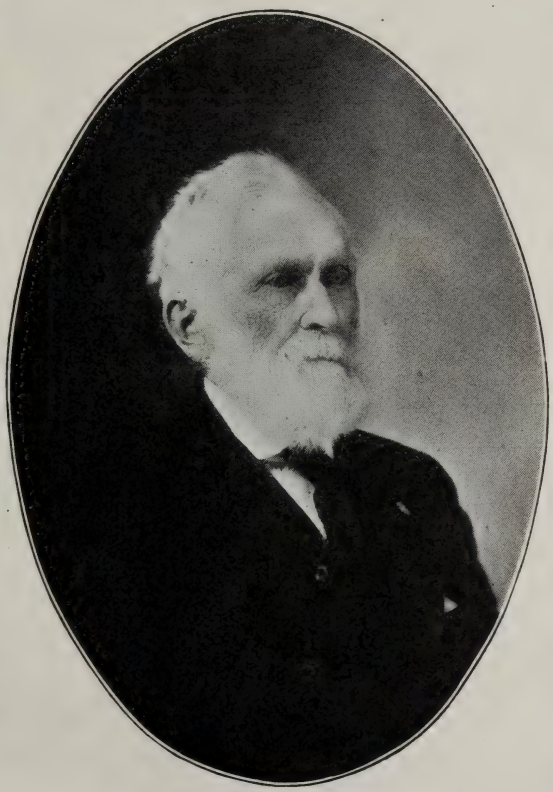
Oh, thou, the foremost of thy country's brave,
Resting serenely in this garden spot;
Who to the nation glorious service gave;
Whose splendid deeds shall never be forgot;
We view with reverence, thy quiet grave,
And kiss, with tears, the pure forget-me-not.

Carried Water for Men Who Laid First Tracks of the Baltimore and Ohio

John Bottomley, of Franklin, Kentucky, Hale and Hearty at Ninety-One, Tells of Construction of Line from Baltimore to Ellicott's Mills

PROBABLY the only living person who had a part in the construction of the first division of the Baltimore and Ohio Railroad, from Baltimore to Ellicott's Mills, is John Bottomley, the oldest citizen of Franklin, Ky. Mr. Bottomley will celebrate his ninety-second birthday next month, having been born March 26, 1826, and despite his advanced age is hale and hearty.

Although he was but a mere child at the time the tracks for the first railroad in America were laid, he often acted in the capacity of lunch boy and water boy for his father and other men who took an active part in the work. His father, Thomas Bottomley, was a stonemason, who afterwards became one of the strongest preachers in the Louisville Conference of the Methodist Episcopal Church, South.



JOHN BOTTOMLEY

The elder Bottomley had charge of a squad of hands who placed the stone sills for the first rails and a few years later was one of the foremen engaged in the construction of the celebrated Thomas Viaduct over the Patapsco, at Relay, Md. The Bottomleys left Maryland in 1839, up to which time the head of the family continued at his trade and the subject of this sketch, in an humble capacity, lent his assistance.

In a recent interview John Bottomley gave some interesting reminiscenses of the early thirties which were published in the Nashville (Tenn.) *Banner*. From this source, official records and other data furnished by his step-son, C. W. Tolliver, agent of the Louisville & Nashville at Birmingham, Ala., this article was compiled.

Mr. Bottomley comes of sturdy English stock, and his family history displays those strong traits that account for the accomplishments of the English people throughout the earth. He was born in Sutton, Yorkshire, England. His father

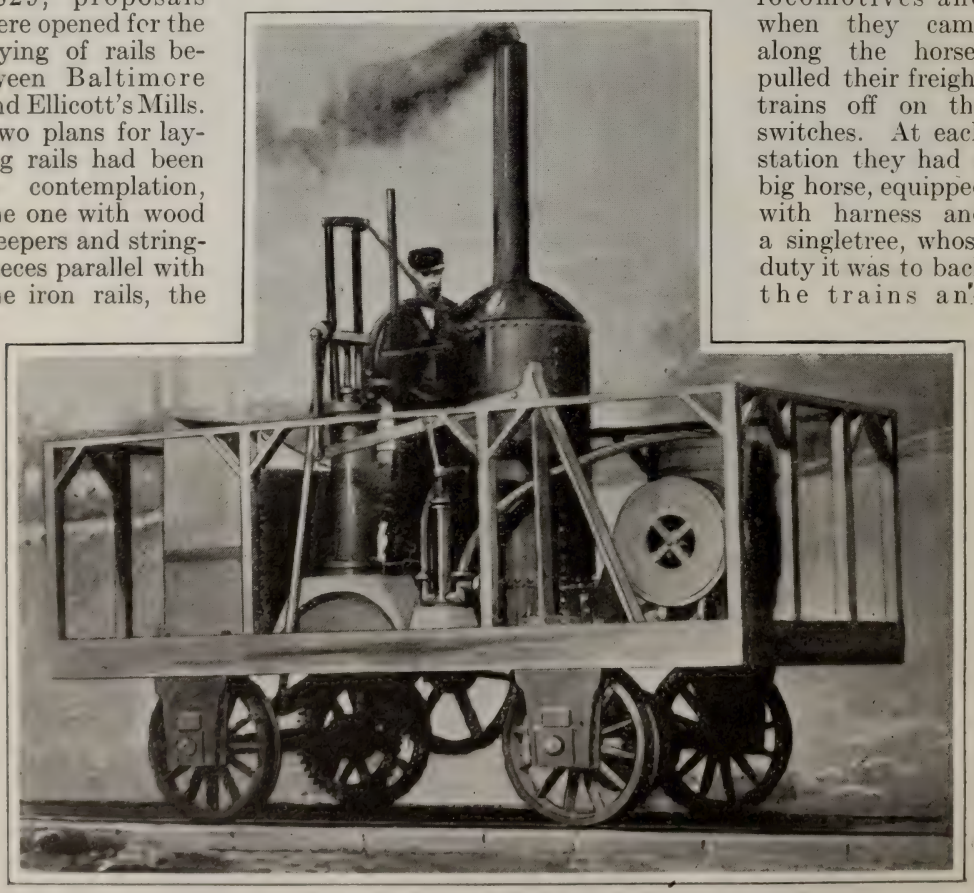
was a young stonemason, as already indicated; and he joined the Methodist Church, married and began to preach before he had attained his majority, though for some years he made his living at his trade while he was fitting himself for the ministry as his life work.

More than seventy years elapsed between the date of his first and last sermon, for the Rev. Thomas Bottomley was ninety years old when he died. He came to the United States shortly after he married, and worked at his trade until he made enough money to send for his wife and child, who arrived in New York, July 3, 1829, and went to Ellicott's Mills (now Ellicott City), where Mr. Bottomley, the elder, was employed on the Baltimore and Ohio Railroad.

Four months before the child and his mother arrived in America, March 1, 1829, proposals were opened for the laying of rails between Baltimore and Ellicott's Mills. Two plans for laying rails had been in contemplation, the one with wood sleepers and string-pieces parallel with the iron rails, the other a stone sill or string-piece on which the iron rail should be laid.

The track, as Mr. Bottomley remembers it, consisted of strips of iron fastened on the top of stone. "A notch was cut in the top of the curbing to accommodate the flange of the wheel," said he, "and on top of this an iron strip was fastened by means of iron pins fitted into holes drilled in the stone." So in those days a stonemason was quite a necessary factor in railway construction, and after the road was completed the "section boss" was still a stonemason.

"Between the tracks laid on the stone curbing," he continued, "was a good road, which was used by the horses that hauled the trains." He was asked if both steam power and horse power were used at the same time and replied, "Oh, yes. The passenger trains had steam locomotives and when they came along the horses pulled their freight trains off on the switches. At each station they had a big horse, equipped with harness and a singletree, whose duty it was to back the trains and



PETER COOPER'S "TOM THUMB"



THOMAS VIADUCT, RELAY, MD., COMPLETED IN 1835

switch the cars on the sidings. He was the forerunner of the switch engine of the present day."

It was but ten months after Mr. Bottomley arrived in America that the first car passed over the entire line from Baltimore to Ellicott's Mills. Nine days later, May 22, 1830, the road was open for travel. On August 28 of that year the first American steam locomotive, the "Tom Thumb," built in Baltimore by Peter Cooper, the well known merchant of New York, made its trial trip over the line with the passenger car "Ohio." The run to Ellicott's Mills was made in one hour and fifteen minutes and the return trip in fifty-seven minutes.

Speaking of the early rolling equipment, Mr. Bottomley said, "I cannot give an accurate description of the trains and engines. But they were very small affairs, compared with the trains and engines of the present day. The locomotives had little stacks with great flared tops. They burned wood and scattered sparks all over town when they passed through. I remember that some of the passenger coaches had seats on top that were reached by a little winding stair at the corner of the car.

"After a while," he continued, "they double-tracked the road where we lived, and for this new track they put down wooden crossties, nailed scantling lengthwise on the crossties and then nailed iron strips on the scantling for the car wheels to run upon.

"I remember about the time we left Maryland, in 1839, there was much talk of a new invention for railroads, a 'T' rail, which was said to be a wonderful improvement, and which, as you know, has since come into universal use on railroads."

Well might Mr. Bottomley feel proud of the part his father took in constructing the viaduct at Relay. This magnificent granite structure, consisting of elliptical arches of fifty-eight feet span each, with the roadway sixty-six feet from the surface of the water and carrying two tracks, notwithstanding the enormous increase in the weight of trains has been tested and proven to bear any

weight that it is required to hold with the advance of time. It was placed under construction in 1833 and finished by July 20, 1835, when the Washington Branch was opened from Baltimore to Bladensburg (now Hyattsville).

"What is the first thing you can remember?" he was asked.

"I can hardly say," Mr. Bottomley replied. "I almost persuade myself sometimes I can remember the trip across the ocean, but I was only three years old then, and I know it must be that I have heard my mother talk about it so much that I just think I can remember it. We came in a sailing ship, of course, and we were six weeks making the trip that can now be made in about as many days.

"I had a chance to get well acquainted with the sailors, who used to dip me in the ocean from the end of the yard arms, and then amuse themselves with my childish stories of the big fish and wonderful things I saw in the water.

"I can remember very well when 'the stars fell,' for I was a good big boy then, but not so wise that I did not go out in the field the next day and try and find some of the stars which I thought had fallen there.

"My father was admitted as a preacher into the Baltimore Conference in 1839. Then he moved his family to Louisville, Ky., and was transferred to the Louisville Conference, in which jurisdiction he served the rest of his life. While he was in charge of the church at Hopkinsville I was apprenticed to learn the sadlers' trade. After serving my four years' apprenticeship I was a journeyman saddler for several years, working at Russellville, Louisville, Franklin and Bradfordsville, Ky., but finally located permanently in Franklin, where I opened a shop of my own."

Mr. Bottomley remained in business until a few years ago when he retired. In his ninety-second year he is still active and interested in current events. He has been a consistent member of the Methodist Church for seventy-nine years, and he walks half a mile to Sunday School and Church every Sunday. He was superintendent of the Methodist Sunday School at Franklin for about forty years.

"When we lived at Ellicott's Mills I used to ride to and from Sunday School on the freight trains," he said, "for it was easy to jump on and off them at that time, without danger and without interfering with the traffic."

He was asked if he used tobacco. "No," he replied, "not now. When I was thirty years old I began to use tobacco. I used it for thirty years, and quit a little over thirty years ago. No, I do not think I will try using it another thirty years."

He has been married twice, first in 1850 to Miss Mirandy West, of Simpson County, who died in 1861. In 1868 he married Mrs. Georgia Tolliver, who died nearly three years ago. He has one daughter living, Mrs. Ella Copeland, and one step-son, C. W. Tolliver, of Birmingham, Ala. He has five grandchildren and two great-grand-children, and is spending a happy and contented old age at his daughter's home in Franklin.

During the period of his life greater advancement has been made in the civilization of the world than during the previous thousand years. When he was a boy Andrew Jackson was the dominating factor in American politics. He can remember thirty years of the institution of slavery in the United States; he saw the trying times of the war between the States; went through the harrowing experiences of the reconstruction; by thrift and industry he accumulated a comfortable estate during the period of prosperity that followed, and now, in the twilight of his life, is watching and praying while the most titanic and momentous war of all the ages is being fought.

When he was born there was not a steam railroad in the United States; not a steamship or iron and steel ship plowed the ocean; machines had no place in the air; men were not diving in the ocean in thin cases of metal; nor any one of the thousand things that are now in common use.

Here's hoping that he may live to see the land of his birth and her allies crush Prussianism and everything that its standard symbolizes.

President Willard Urges Every Baltimore and Ohio Employe to Speed Up Work for the Sake of the Nation

A DIRECT appeal to men in the Baltimore and Ohio service to speed up their work and do everything possible to further the interests of the Government has been made by President Willard. For weeks the chief executive of the Company, accompanied by other officials, went from shop to shop and other important points on the System urging all to strive for 100 per cent. efficiency.

The tour of the System began with a visit to Mt. Clare and Riverside. A minute inspection was made of methods employed in locomotive repairing and other work now of vital importance. As has been pointed out time and again by Mr. Willard, the men engaged in the shops are just as important to the Government in the struggle against the Hun as the men in the front line trenches.

At every place visited by Mr. Willard he spoke to hundreds of employes, individually and collectively, telling them of the important part they are playing in the war. Each day's work well done, he said, was a blow to the enemy and neglect on the part of any man was equivalent to lending aid to our foes. If the transportation companies fail to do their part, then the country will fail.

Special emphasis was laid on the prompt repairing of locomotives. Men in the repair shops were told of actual conditions, and President Willard impressed upon them the necessity of working overtime if the occasion required it. Failure to do so would not only hamper the Company in its efforts to "do its bit," but would prove a hard blow to the Government.

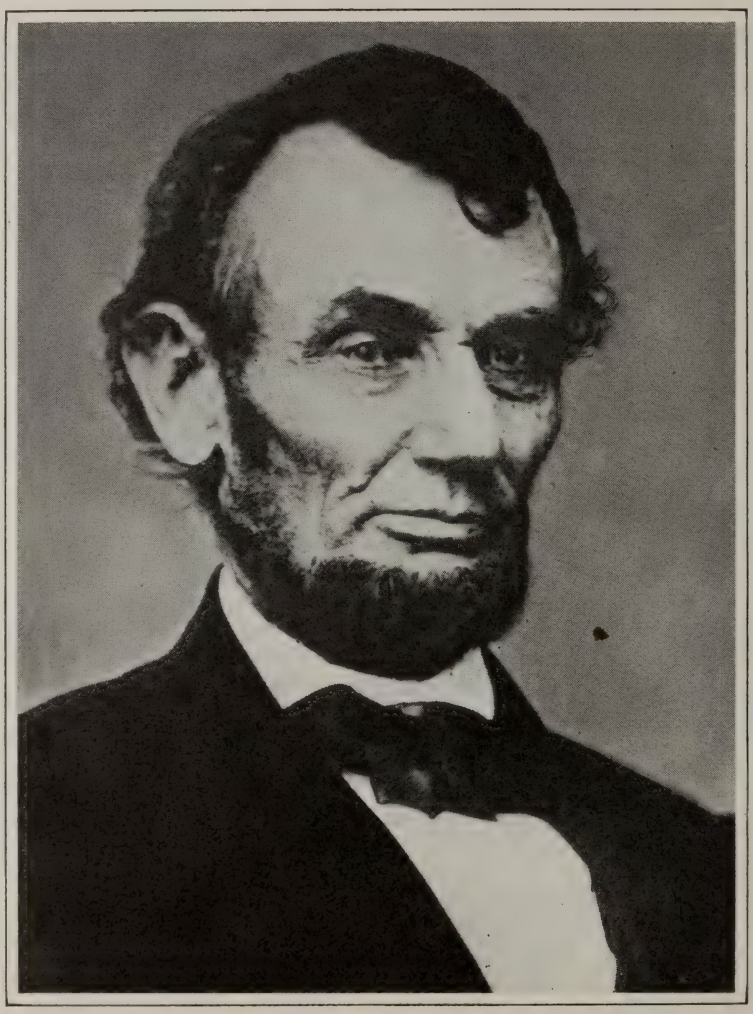
"For instance," said Mr. Willard, "if a locomotive is in need of repairs, it should be repaired immediately, even though some of you have to remain longer at work. Every twenty-four hours' delay in moving to the seaboard coal and other freight which should go abroad to our troops may mean twenty-four hours' delay in the trenches of Europe. Remember that."

The lesson that President Willard has driven home to the men is that we must forget self in the effort to increase the efficiency of the railroads so that they can render the best possible service to the Government. Behind this lays the fact that greater efficiency in operation means added strength to the arm of the Government in the preparation to strike the death blow to Prussian militarism.

The army in the field, said Mr. Willard, is but the cutting edge of the sword. That which gives it power is the vast army of loyal citizens at home who are engaged in making and transporting supplies, without which the men in the trenches would be helpless.

One hundred per cent. efficiency is the goal President Willard has set for the Baltimore and Ohio Railroad, and that means one hundred per cent. efficiency for every man in the service. While the task is a herculean one it is not an impossible one, and as he pointed out, can and must be brought about if we are to be the victors in the world-wide struggle for humanity.





ABRAHAM LINCOLN

BORN FEBRUARY 12, 1809 DIED APRIL 15, 1865

"By the People"

LET us cherish in our hearts those undying words of Abraham Lincoln, the first American to reach the lonely heights of immortal fame. Take his message, carry it and proclaim it broadcast throughout the nation; help our people to realize the patriotic duty resting upon them, each and all, as free-born citizens of this great democracy. Let them highly resolve that "government of the people, by the people, and for the people * * * shall not perish from the earth."

We face the most stupendous task in the history of the nation. Never before has such danger confronted us. Everything we have ever fought for—from Bunker Hill to Santiago—is at stake, and it is conceivable that the final VICTORY WILL BE WON BECAUSE OF OUR CONTRIBUTIONS OF FOOD.

Charles A. Trageser, of Bureau of Rates of Pay, Escaped Watery Grave When The Tuscania Was Sunk by Hun Submarine

"SAFE, Well."

No mother ever read these words with greater ebullitions of joy than did Mrs. Margaret S. Trageser of Baltimore, when she received a cable from her son, Charles A. Trageser, formerly of the Bureau of Rates of Pay, informing her of his rescue from the ill-fated transport, Tuscania, which was torpedoed February 5 by a Hun submarine off the Irish coast. The cable was received from the soldier on February 10, but the point from which it was transmitted to the United States was struck out by the censor. His parents have been assured of his safety, not only by his cable, but also by official word from Washington.



CHARLES A. TRAGESER

Charles A. Trageser, who will be twenty-two years old on April 16, was furloughed for military duty on December 13, when he enlisted and was sent as stenographer to Fort Myer, Va., as a member of Company D, Sixth Battalion, Twentieth Engineers. He was there for a short time when he was transferred to Camp American University, Washington, D. C., for his final training. While at the institution he was promoted to the rank of sergeant.

As a messenger boy he entered the service of the Company at Camden station. He was then about fourteen years old. By close study and assiduity he fitted himself for a more useful position, being promoted to clerk in the Traffic Department in 1914. In October of the same year he was transferred as stenographer to the Transportation Department, and a year later went to the Motive Power Department. After being in that position for a short time he was again transferred to the Police Department, and about a year later took up work in the office of the superintendent of station service. In 1917 he was transferred to the Bureau of Rates of Pay, which position he held until his enlistment. Here's hoping he is present at the fall of Berlin.



JOHN E. WHITE

First Baltimore and Ohio Man Killed in Action

General Pershing cabled that White died December 23, of a "gunshot wound." On Christmas Day the sad news was conveyed to his parents, Mr. and Mrs. Cornelius H. White, Sr., of Rosebank, Staten Island, and the following morning came a letter from "somewhere in France" to his mother in which the soldier said, "I am just as I left—fine, so do not worry about me." White was a trainman at Staten Island. In France he was assigned to an ammunition train and served as a motor-cycle dispatch bearer.

John E. White, Staten Island Trainman, Killed in Action "Somewhere in France"

First Baltimore and Ohio Man Who "Went West" Was Motor-cycle Dispatch Bearer

"How sleep the brave who sink to rest
By all their country's wishes blest."

"SOMEWHERE in France," there is a grave which marks the last resting place of the first Baltimore and Ohio man to offer his life on the altar of patriotism since the United States entered the war. He was John E. White, former Staten Island employe. When the news of his death reached New York, the Borough President of Staten Island ordered that all American flags on the public buildings be struck at half mast as a token of mourning and respect for the memory of the dead hero.

According to General Pershing's cable to the War Department, White died of a "gunshot wound" on December 23. The news reached his former associates of the Baltimore and Ohio on New Year's day. Details of his death are lacking, but it is presumed that his end came as he was acting as a motor-cycle dispatch carrier.

Mr. White began his railroad career with the Baltimore and Ohio Railroad on the Staten Island Lines in 1910 as a fire cleaner, and was soon promoted to the position of fireman, in which capacity he served until 1913. On July 9, 1913, he enlisted at Fort Slocum, N. Y., and was assigned to the Fifty-sixth Company, Coast Artillery. During his enlistment he saw service on the border when General Pershing went into Mexico to run down Villa. After serving three years he was honorably discharged, October 29, 1916, and went on the reserve. Upon his return home he entered the service of the Staten Island Rapid Transit Railway Company as a freight trainman. He remained in this position until war was declared on Germany, when he was called back to the colors, assigned to an ammunition train, and was one of the first United States soldiers to go to "somewhere in France."

Mr. White was an ideal employe and enjoyed the respect and sincere friendship of the railroad men with whom he came in contact. As one of his former associates puts it, "he was well liked by all the railroad boys and is greatly missed by all his fellow employes." According to information furnished by the War Department "his character and record was marked 'good.' "

The Company has lost a useful employe—one whose character was exemplary and one who had the interests of his employers at heart. His loss should make a deep impression on every man in the service of the Baltimore and Ohio. He has gone down to a premature grave—he was robbed of his life when he was in his prime. It might be said that his years of usefulness had only begun and for many, many days to come could have helped contribute to the world's needs.

Let his memory serve to urge all of us to greater achievements, redouble our energy and strength and spur us on to action in crowding into every working day all that we possibly can accomplish, not only in the interest of the Company,

but also in that of our Government and our valiant soldiers.

It is more than probable that many more Baltimore and Ohio men will fall in battle, and we at home must brace up to fill the gaps made in our ranks. While we are not employed in the hazardous positions as are the men who go to the front, we still are—and we should not lose sight of this fact—a most important part of the country's army.

We cannot run needless risks and perhaps go down to early graves. Our lives of usefulness must be prolonged so far as is humanly possible to the end that we may be helpful to the men who are on the battlefields. A slacker in the industrial world now is in the same category as is the traitor, and the man who does not safeguard his own life or limb or those of his fellow-employes is a criminal. The man who is criminally negligent is either digging his own grave or that of a fellow-employe. We cannot afford to be careless now—there are too many graves being dug in France into which are being lowered the remains of stalwart men.

If the memory of our brave soldier will serve to make us more alert, will stimulate greater interest in our hearts for our duties, will impress upon all of us the full significance and meaning of what it means to our nation to win the war—if it will inspire us to resolve to cooperate in every way with our Government in its fight against Prussian autocracy—John E. White has not died in vain! Let him live with us in our everyday lives; may "his life be an inspiration, his memory a benediction."

Mr. White is survived by his parents, Mr. and Mrs. Cornelius White, a sister and four brothers, all of whom have the heartfelt sympathy of the employes of the Baltimore and Ohio Railroad. Two of the brothers are in railroad service and another is a sergeant in the United States Army.

Robert Johnston, Former Employe of the Electrical Department, Killed After Two Years in the Trenches

FRIENDS of Robert Johnston, who worked in the Electrical Department from 1907 to 1910, will be sorry to hear of his death in France. He died of wounds on October 5 after fighting two years in some of the most sanguinary battles since the great war began. He resigned from the service of the Company in 1910 to go to New Zealand, where he started a stock farm. He joined the Australian expeditionary force early in the war.

Reproduced on this page is his picture and that of C. W. Barry, who also worked in the Electrical Department, and who died in March, 1917. Mr. Barry was born May 12, 1857, and entered the service of the Electrical Department November 10, 1899.



ROBERT JOHNSTON AND C. W. BARRY

President's Proclamation Calling Upon People of Nation to Reduce Consumption of Wheat and Meat Products in Order to Feed America's Associates in the War

A PROCLAMATION

MANY causes have contributed to create the necessity for a more intensive effort on the part of our people to save food in order that we may supply our associates in the war with the sustenance vitally necessary to them in these days of privation and stress. The reduced productivity of Europe because of the large diversion of man-power to the war, the partial failure of harvests, and the elimination of the more distant markets for foodstuffs through the destruction of shipping, places the burden of their subsistence very largely on our shoulders.

The Food Administration has formulated suggestions which, if followed, will enable us to meet this great responsibility, without any real inconvenience on our part.

In order that we may reduce our consumption of wheat and wheat products by 30 per cent.—a reduction imperatively necessary to provide the supply for overseas—wholesalers, jobbers, and retailers should purchase and resell to their customers only 70 per cent. of the amounts used in 1917. All manufacturers of alimentary pastes, biscuits, crackers, pastry, and breakfast cereals should reduce their purchases and consumption of wheat and wheat flour to 70 per cent. of their 1917 requirements, and all bakers of bread and rolls to 80 per cent. of their current requirements. Consumers should reduce their purchases of wheat products for home preparation to at most 70 per cent. of those of last year, or, when buying bread, should purchase mixed cereal breads from the bakers.

To provide sufficient cereal food, homes, public eating places, dealers, and manufacturers should substitute potatoes, vegetables, corn, barley, oats, and rice products, and the mixed cereal bread and other products of the bakers which contain an admixture of other cereals.

In order that consumption may be restricted to this extent, Mondays and Wednesdays should be observed as wheatless days each week, and one meal each day should be observed as a wheatless meal.

In both homes and public eating places, in order to reduce the consumption of beef, pork, and sheep products, Tuesday should be observed as meatless day in each week, one meatless meal should be observed in each day; while, in addition, Saturday in each week should further be observed as a day upon which there should be no consumption of pork products.

A continued economy in the use of sugar will be necessary until later in the year.

It is imperative that all waste and unnecessary consumption of all sorts of foodstuffs should be rigidly eliminated.

The maintenance of the health and strength of our own people is vitally necessary at this time, and there should be no dangerous restriction of the food supply; but the elimination of every sort of waste and the substitution of other commodities of which we have more abundant supplies for those which we need to save, will in no way impair the strength of our people and will enable us to meet one of the most pressing obligations of the war.

I, therefore, in the national interest, take the liberty of calling upon every loyal American to take fully to heart the suggestions which are being circulated by the Food Administration and of begging that they be followed. I am confident that the great body of our women who have labored so loyally in cooperation with the Food Administration for the success of food conservation will strengthen their efforts and will take it as a part of their burden in this period of national service to see that the above suggestions are observed throughout the land.

The White House,
January 18, 1918.

WOODROW WILSON.

At the Throttle of the "Dynamite Special," Behind French Battle Lines, Corporal Tibbals Says "Sherman was Right"

Former Baltimore and Ohio Engineer at South Chicago Writes of Life with the Railway Regiments "Over There"

"At first—well you know, not scared, but—well, it's a d——n funny feeling just the same, and I don't mind saying that on one certain night I stopped the train and got under the tank. Oh, don't laugh, for even though the bomb landed a block away, I thought it was on the pilot."—EXTRACT FROM CORPORAL TIBBALS' LETTER.

THE Baltimore and Ohio Railroad Company is proud of the part its employes, on the battle-field of Europe and at home, are playing in the titantic struggle to rescue humanity from the horrendous designs of German despotism. While thousands in the Service are bending every effort to rush supplies across our lines to the great seaport terminals many of their former co-workers, who have entered military service, are "somewhere in France" fighting to make the world safe for democracy.

Owing to the censorship we hear little of the activities of our friends at the front. A letter that throws much light on conditions "over there," and at the same time reflects the real spirit of America's fighting men, has been received by engineer Frank Edwards, South Chicago, who has forwarded a copy to the MAGAZINE.

The writer, H. L. Tibbals, is a corporal in the Nineteenth Engineers (Railway) and at the time he entered military service, June 5, 1917, was a Baltimore and Ohio engineer at South Chicago. Corporal Tibbals was born December 5, 1885, and first entered railroad service with the Baltimore and Ohio, January 11, 1907, as freight fireman. On June 21, 1915, he was furloughed to enter military service. He was discharged November 14, 1916, and resumed duties with the Company. When the railway regiments were being formed he again offered his service to the country, was accepted and sent abroad.

His letter follows:

"SOMEWHERE IN FRANCE."

December 15, 1917.

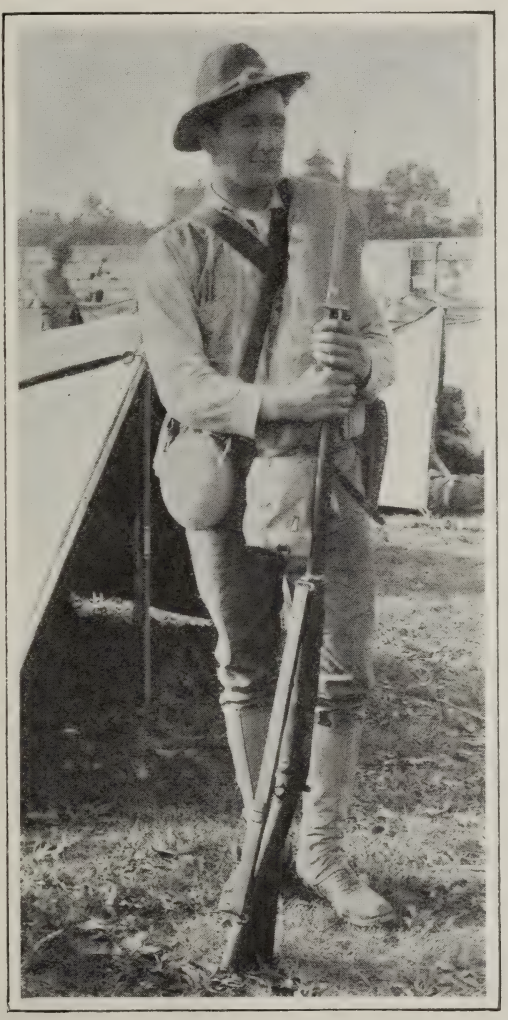
Friend Edwards:

I received yours of November 14 today and was sure glad to hear from someone on the "Old Baltimore and Ohio." It was my first. I suppose I will get your box the next time the mail comes. I sure will be glad to get it for American tobacco is a scarce article over here. And you can thank your wife for the wristlets and ask her if she remembers the time at the engineers' dance when she introduced me to everyone in the hall as "Frank's fireman."

You say you wish you were with me. Oh say, Frank, you would soon get tired of your job. Oh, how I wish I had one

of those old Baltimore and Ohio engines you say they are fixing up.

I wish I could write and tell you just where we are and all about it. Well, Sherman was right—"War is hell." Our weather is different from yours, as it rains nearly all the time and it is pretty cold, too. We live in barracks made out of thin match wood and full of cracks. Each barrack takes care of sixty men. Our cots are about one foot apart. These barracks are heated by two stoves, about the size of an ordinary stove pipe. That is my house. For breakfast we always get rice with a little jam—no sugar. For dinner we have mutton stew, and for supper beef stew for a change, if there is no mutton stew left from dinner. Of course, we get our dry bread and black coffee with each meal.



CORPORAL H. L. TIBBALS

Well, we are not bothered with any local chairman, but how I wish we could have one, for if they need a man on the coal pile or a fire knocker—"Call an engineer," and if you kick they just laugh and sing that song, "You're in the Army Now." Anyway, I hope you get both of the offices, and only wish I were there to vote for you.

Frank, I don't think you understand how things really are over here or you would not say, "I hope you don't come back until Old Glory flys on the flag staff in Berlin," or else you don't like me very well, because that place is a hell of a long ways off. Ha! Ha! But just wait—although we don't live like we did at home, every one is happy, and the watchword is "Berlin or Bust."

I may soon be able to send you a picture of my engine. Oh, how the boys will laugh when they see it. She was built in the year 1861. Has no bell, no pilot, no air-brake—no engine brake at all—has one injector and one water pump. No head lights, no lubricator, no draw-bar—just a hook with three links. For coal we get regular stoker coal and about sixty briquettes on each engine. A briquette is made of coal, front end cinders, and something else pressed into bricks. Our fire boxes are all copper. To reverse the engine we have to stand there and crank on a big wheel for a good minute, and the injector weighs about 500 pounds, and have over a dozen wheels to turn before it goes to work. Frank, if you had this engine you would not be on the bottom of the coal list, for half of your time would be put in getting ready to move.

Now, then, the cars. Well, the largest are not as big as our dinky cabooses and only have four wheels—hooks and chains for draw-bars, and about one foot of slack between each one. Most of the cars have a big brake lever down on the side, but the car has to stop before you

can put it on. A few others have a cupola on the end so the brakeman can ride, for we use no air. Of course, passenger cars have air—such as it is.

If you want to buy a ticket you have to say what you want—first, second or third class. Then you buy it, get on the train, get off when you get ready and give the ticket at the gate—but the American soldier is no farmer. He generally buys a third class ticket, rides first class or else he doesn't buy any ticket and doesn't go through the gate, but always rides first class.

I had a few days' leave a couple of weeks ago and went to ——— for a little visit. Oh, Frank, you ought to be here. I tell you the States is the slowest place on earth. You can't talk to the "Janes" (of course, being married, I didn't want to), but they sure make you feel at home, or whatever you call it.

I had a little wreck, so they have taken my pay for two months, but just as soon as my pay starts again I am going to Paris. Oh, boy! I suppose you will be getting tired of that line of stuff, but it just has to come out.

Now our track, while it is in good shape, is just one curve after another. That is so the German aeroplanes cannot hit us so easy, so I won't kick on that. German aeroplanes are over us all the time and lots of them. They are very hard to hit with a gun on the ground as they can duck and dive so quickly. One will come over and drop a couple of bombs. Then a Frenchman will start after him and we start right for the bomb proof trenches, for the Germans will kick open the end gate and start straight up, dumping every bomb he has, for he cannot land with one in his machine. On clear nights they come over and drop down pretty low, and when the fireman opens the fire door, cut loose with the machine gun. Our whole road is within range of the big German guns, and now and then a big No. 105 shell will make a hole in the track that takes about forty of these French carloads of gravel to fill, but we are ready, and so far have no bad delays.

At first, when all this happened—well, you know. Not scared, but—well, it's a d——n funny feeling just the same, and I don't mind saying that on one certain night I stopped the train and got under the tank. Oh, don't laugh, for even though the bomb landed a block away, I thought it was on the pilot. I won't tell you any more of that for I know you will only laugh. But I know almost every man in France is a soldier. They do not seem afraid. They are used to it—getting blown up is their business, and they go to and from the trenches singing and as happy as though it were me going home.

I wish you could see for yourself. The big gun fire sounds like the roll of a drum and never stops, day or night. At night the sky is as bright as it is at South Chicago, over at the mills, while rockets of all colors shoot up in the air for signals.

I see all this as I haul a hospital train, food train or ammunition train, for that is all we handle on this road. One train we are all anxious to keep away from—it comes off one of our branches and is known as the "Dynamite Special," and the stuff is loaded in gondolas with gravel and, believe me, the engineer is very careful stopping and starting this train.

Well, I will close now for mess call just sounded, and they don't put my supper away for me like my wife used to. So say hello to all the boys for me.

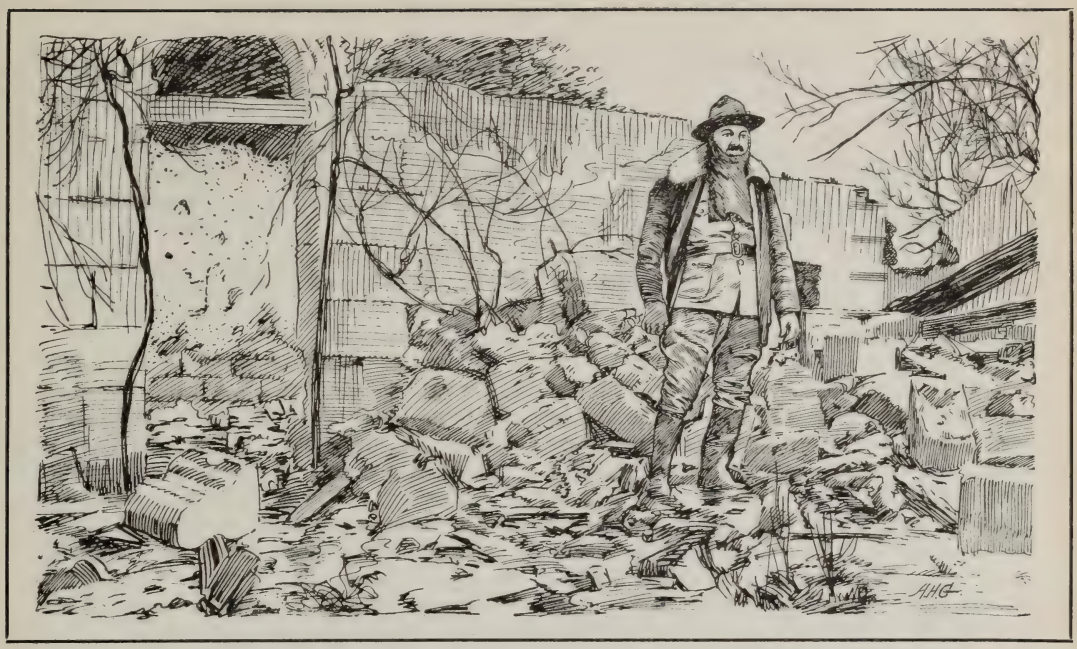
Yours truly,
(Signed) H. L. Tibbals.

P. S.—Can't you have the Baltimore and Ohio send me our Magazine each month? Also the Engineers'?

Corporal H. L. Tibbals.

Company D, 13th Engineers (Railway), U. S. Army, American Expeditionary Forces, via New York.

¶ Easy to Buy, Convenient to Handle, No Red Tape Get a WAR SAVINGS STAMP Today



MAJOR R. A. GRAMMES "SOMEWHERE IN FRANCE" *Courtesy of The Sun, Baltimore*

"Boche About Done For," Says Major R. A. Grammes

Former Assistant Superintendent in Charge of Baltimore Terminals Enthusiastic About Work Americans are Doing in France

MAJOR R. A. Grammes, of the American forces in France, who, before he went abroad to work for Uncle Sam, was in charge of the Baltimore and Ohio Railroad terminals in Baltimore, looks not unlike Santa Claus in the picture he sends to the Baltimore *Sun*, according to a promise he made before he went overseas. He says in a letter that the picture is "as of January 15" and he may not look exactly like that just now. "Such dress, including the high rubber boots," he says, "is necessary on account of the mud that is everywhere and seems to be never-ending.

"Cannot tell you much about what is going on, as you perfectly well understand," he continues; "but the job is interesting in spite of the mud and we are enjoying it. The one thing we miss is our daily bath, which it is impossible to get. As a matter of fact we are all glad to go back to the practice of our childhood, and we are thankful if we can get a good bath and clean up on Saturday night. That is not always a certainty.

"We are all in fine shape, in spite of the lack of baths," his letter continues. "We get plenty of food and all the boys are in fine health and spirits. If anything is needed it is good heavy gloves, but winter soon will be over, we hope, and we will be able to get along without them. Everybody here is enthusiastic about the work and we are delighted to be able to do something for France. And

the Americans over here are doing wonders for the country, more than perhaps will ever be told. We only wish we could do more.

"We feel that the Boche is about done for; that after one or two more kicks he will quit. And it is about time that he just laid down and died, for shame, if for nothing else. How any man can see this country and then understand how any man would be willing to admit that he is a German is beyond me. The brutality, the wantonness, the bestiality the Germans have shown in France is more than any sane man can comprehend. They have shown the ingenuity of the devil and the brutishness of fiends in their work of pillage and destruction. Everything they have touched has been polluted. They have earned for themselves the hatred of every man and woman of decent instincts who has seen their work over here, and they are going to reap the bitter fruits of this for generations. They have made themselves the Ishmaelites of the world.

"France is sad. She has reason to be. Wherever we go we note the absence of music or gayety of any kind. Naturally we Americans do not take the war as seriously as do the French. We can never feel it as they have felt it. They have had four years of it and we have just entered. But before this is over we will feel as much of the force of the German hate and malevolence as they can make us feel, and back home we will know something of how the French and the English feel.

"Pass the word along to all the Baltimore and Ohio boys that I am thinking of them even if I do not have much chance for writing, and would like to hear from more of them occasionally. A letter from one of the old crowd certainly does make things seem rosier."

Major Grammes now is working directly under the orders of General Pershing. He has entire charge of the port in France, where the United States troops disembark; he directs their entrainment to their positions. He directs also the movement from his port of all supplies and equipment arriving there for the United States Army operating in France.

COLDS

To Prevent Colds:

Dress Warmly, Breathe Deeply
Get Plenty of Fresh Air
Eat Simple Food Moderately
Keep the Bowels Open

Colds May Lead to

Grippe, Pneumonia and Consumption

This Is the Season for Colds

AVOID THEM

Tonnage on Americanized French Railroads Increases 40 Per Cent. in Two Months

Private Gochnauer, 117th Trench Mortar Battery, Compares French Rolling Stock with American Equipment

THAT the railroads of France are being revolutionized since America's participation in the war is evidenced by the following letter from Private John H. Gochnauer, 117th Trench Mortar Battery, American Expeditionary Force. Private Gochnauer went overseas with the "Rainbow Division." His comparison of the French engines and cars with those operating on American lines must, however, be taken literally. Prior to his enlistment he was employed in the freight office at Camden Station and, no doubt, his former fellow-workers will be glad to learn that he is well and is doing his bit to pave the way to Berlin.

SOMEWHERE IN FRANCE.
January 23, 1918.

Dear Editor:

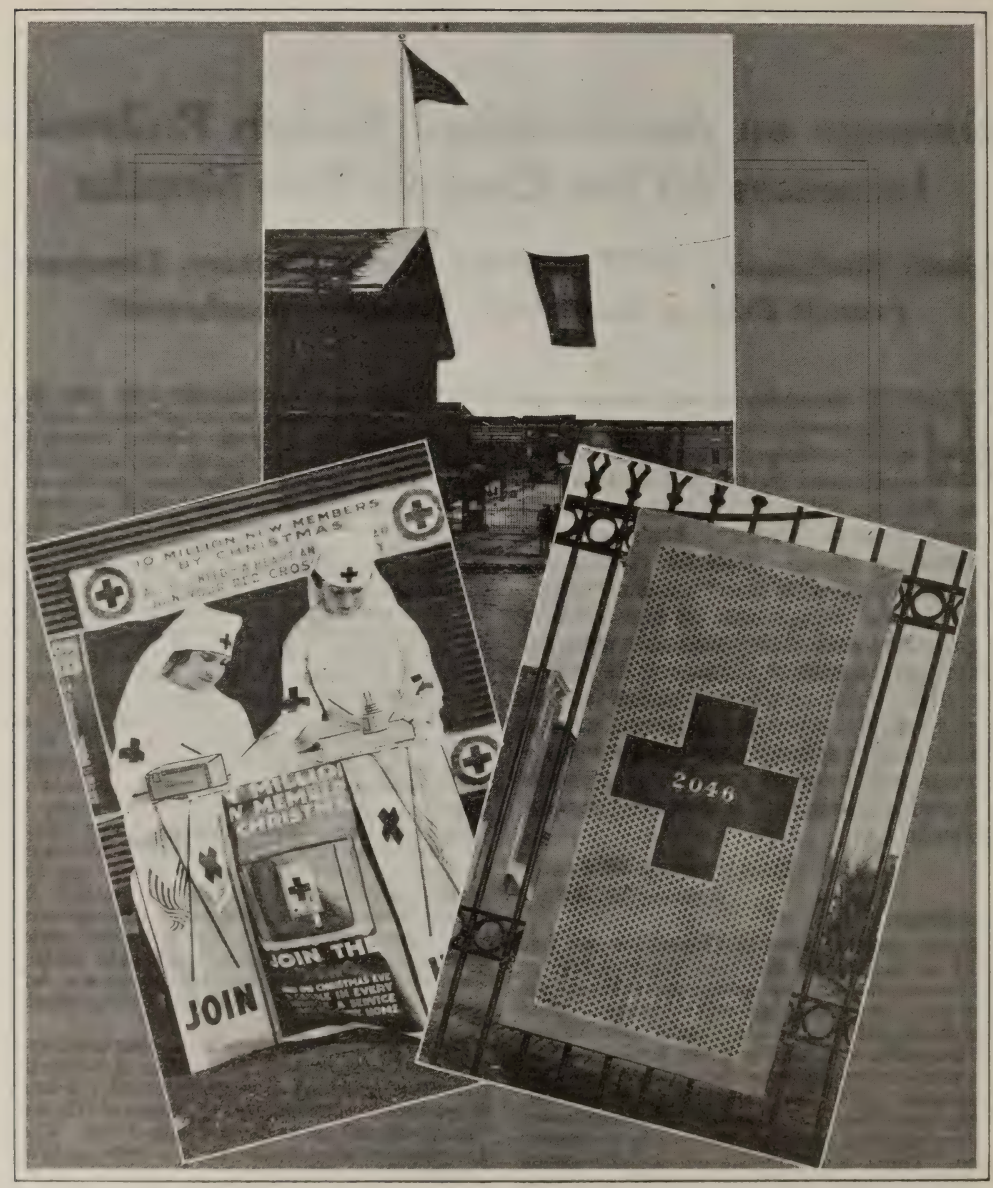
Expect you thought I had forgotten you, but really we have been kept so busy training for our turn against the Huns that we really do not have very much time to write letters. Often when doing different kinds of work, which I can say has embraced nearly every trade, we put in a word or two in comparison with our former occupation with the Baltimore and Ohio. Every one of the Baltimore and Ohio men in our battery is in fine condition and ready to do anything. Think that this life will be the means of making men of the boys who have offered their services to their country. Have seen considerable of the country already, and while all is rather unattractive at this time of the year, it must be beautiful in summer time. According to the papers over here, the French railroads are being Americanized, and in two months tonnage had increased forty per cent. They seemed to be very far behind the times, their freight cars seemed only toys, also their engines. From where we are situated, one can see several miles of track winding among the hills. During the deep snows, they appeared to be merely a part of a Christmas garden on a large scale. One can almost walk as fast as they move. If one of our 5100 type were to go through the town, I guess they would think that the Huns had broken through. Our holidays were very happily spent, considering. We had everything we wanted to eat from turkey down. Am picking up the "lingo" fairly well, and if we are here any length of time (which I think not) we will be able to converse fairly well. At present our barracks are rather crowded with Christmas boxes, which were late in arriving. We are kept pretty well supplied by the Y. M. C. A. with things we were used to, especially candy and tobacco, which are rather scarce over here. Received a fine present of tobacco from the New York *Sun*. The thing we really miss is the Baltimore and Ohio EMPLOYES MAGAZINE. Can you, if possible, send us one or two each month, as we appreciate them very much? Just received several bags of mail, and every one is busy answering letters. Have received several letters from my friends in the freight office at Camden Station, and from what they say, business is very brisk, especially in hauling supplies for our use over here.

Have just been demonstrating our mortars to practically every American officer of distinction over here, and they seem pleased with our work. Hope we can attain the same degree of efficiency "on the front" as we did at Camp Mills. There are plenty of chances for any one with ambition to climb the military ladder.

Hoping I may be fortunate enough to receive a reply in the way of the old reliable MAGAZINE, I remain,

Private JOHN H. GOCHNAUER,
117th Trench Mortar Battery,
American Expeditionary Forces.
Via New York.





MOUNT CLARE PATRIOTISM—"ALL WOOL AND A YARD WIDE"

The top view shows the Service Flag which has been put up at Mount Clare Shops, indicating that 130 Mount Clare boys have responded to their country's call.

Lower right is a picture of the Red Cross "flag" on main gate at Mount Clare. It tells in all languages that 2046 members enrolled at Mount Clare during the recent campaign, being nearly 100 per cent. of the employes at that place. Total amount collected at Mount Clare in this drive was $2046.00.

Lower left is a photograph of two girls who aided in this campaign, Miss H. H. Davis, telephone operator, and Miss M. L. Goetzinger, stenographer in superintendent of shop's office.



MISS VAN LIEW KOONTZ



MISS MARIE GARNER

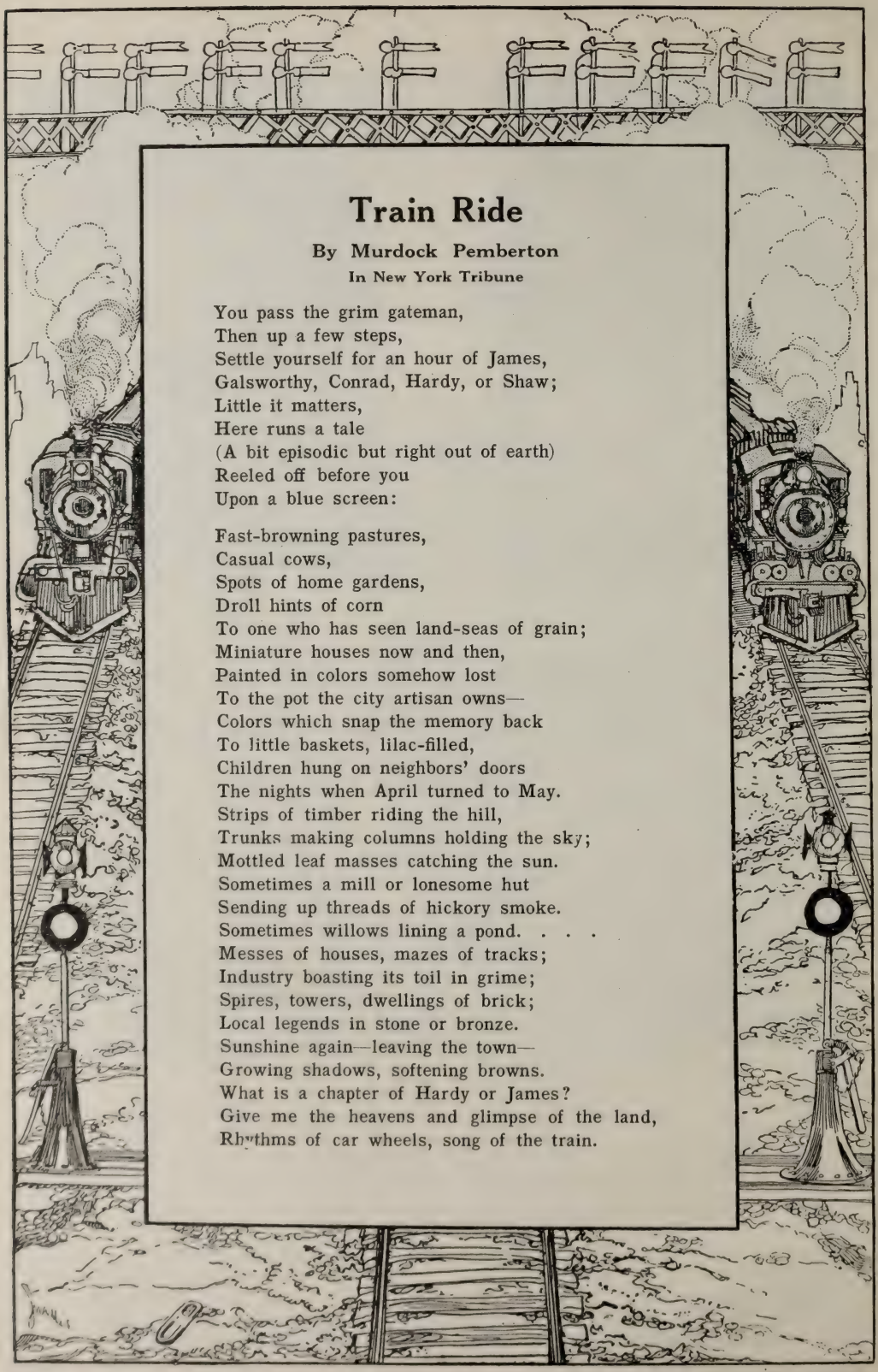
Women Employed as Train and Engine Crew Dispatchers at Keyser Have Made Good

SINCE the beginning of the war women have taken the places of men in various positions in railroad work who have been called to the colors. Some of them have assumed the duties of baggage clerk, others as cleaners of windows of passenger and baggage cars, while others have found various occupations in our shops. And now comes the train and engine crew dispatcher.

There are two women at Keyser, W. Va., who are serving in this capacity, which has always been filled by members of the sterner sex. They are Miss Van Liew Koontz, day chief dispatcher, and Miss Marie Garner, night chief dispatcher. Miss Koontz assumed her duties October last. Prior to entering the service of the Company she was a clerk in a store, and previous to that time was a student at a high school. Miss Garner is a graduate from Terra Alta High School and taught for four years in Preston County schools. She has been in the Company's employ since July, 1917, and was promoted to her present position last October.

Their duties are similar to those of men who are in the same positions at other points on the System, such as putting the engines on for call when turned in to them by the shop people, marking up proper crews for them and having the men called for their turns; seeing that men properly register and taking their names from register and assigning them to the turns to which they are entitled. At Keyser these women dispatch on an average of thirty-five road crews and about ten yard crews in twenty-four hours. In most cases the larger number of crews are called at night.

When the women first assumed their duties, naturally they found the work somewhat complex, but they have surmounted the difficulties incident to their work and are now giving very satisfactory service. Indeed, they can claim equal honors with the men in similar positions, so far as efficiency is concerned.



Train Ride

By Murdock Pemberton
In New York Tribune

You pass the grim gateman,
Then up a few steps,
Settle yourself for an hour of James,
Galsworthy, Conrad, Hardy, or Shaw;
Little it matters,
Here runs a tale
(A bit episodic but right out of earth)
Reeled off before you
Upon a blue screen:

Fast-browning pastures,
Casual cows,
Spots of home gardens,
Droll hints of corn
To one who has seen land-seas of grain;
Miniature houses now and then,
Painted in colors somehow lost
To the pot the city artisan owns—
Colors which snap the memory back
To little baskets, lilac-filled,
Children hung on neighbors' doors
The nights when April turned to May.
Strips of timber riding the hill,
Trunks making columns holding the sky;
Mottled leaf masses catching the sun.
Sometimes a mill or lonesome hut
Sending up threads of hickory smoke.
Sometimes willows lining a pond. . . .
Messes of houses, mazes of tracks;
Industry boasting its toil in grime;
Spires, towers, dwellings of brick;
Local legends in stone or bronze.
Sunshine again—leaving the town—
Growing shadows, softening browns.
What is a chapter of Hardy or James?
Give me the heavens and glimpse of the land,
Rhythms of car wheels, song of the train.

Cut courtesy Railroad Man's Magazine



A Country Worth Fighting For is a Country Worth Saving For—

Buy War-Savings Stamps

GO to the nearest Baltimore and Ohio agent and prove your patriotism by buying War-Savings Stamps. Every agent on the System has a supply, for, at the request of the Government, the Company agreed to undertake the sale of these stamps, which are issued in two denominations—the twenty-five cent stamp and the $5 stamp.

In offering War-Savings Stamps to the public the United States Government has made immediately available for every man, woman and child in the country a profitable, simple, and secure investment.

What They Are

War-Savings Stamps are the answer of a great democracy to the demand for a democratic form of government security. They are "little baby bonds." Like Liberty bonds, they have behind them the entire resources of the Government and people of the United States. They have the additional advantage that they steadily increase in value from the date of purchase until the date of maturity, and this increase is guaranteed by the Government. These stamps are issued is two denominations, the twenty-five cent stamp and the $5 stamp.

For the convenience of investors a Thrift Card is furnished to all purchasers of twenty-five cent stamps. This card has spaces for sixteen stamps. When all the spaces have been filled the Thrift Card may be exchanged for a $5 stamp at post offices, banks, or other authorized agencies by adding twelve cents in cash prior to February 1, 1918, and one cent additional each month thereafter.

Those who prefer may buy a $5 stamp outright. These were on sale from December 3, 1917, until January 31, 1918, for $4.12. They automatically increase in value a cent a month every month thereafter until January 1, 1923, when the United States will pay $5 at any post office or at the Treasury in Washington for each stamp affixed to a War-Savings Certificate.

When you purchase a $5 stamp, you must attach it to an engraved folder known as a "War-Savings Certificate," which bears the name of the purchaser and can be cashed only by the person whose name appears upon the certificate, except in case of death or disability. This certificate contains twenty spaces. If these were filled with War-Savings Stamps between December 3, 1917, and January 31, 1918, the cost to the purchaser was $82.40, and on January 1, 1923, the Government will pay the owner of the certificate $100—a net profit to the holder of $17.60. This is based on an interest rate of four per cent. compounded quarterly from January 2, 1918. The amount of War-Savings Stamps sold to any one person at any one time shall not exceed $100 (maturity value), and no person may hold such stamps or War-Savings Certificates to an aggregate amount exceeding $1,000 (maturity value).

If the holder of a War-Savings Certificate finds it necessary to realize cash on it before maturity, he may at any time after January 2, 1918, upon giving ten days' written notice to any money order post office, receive for each stamp affixed

to his certificate the amount paid therefor plus one cent for each calendar month after the month of purchase of each stamp. A registered certificate may be redeemed, however, only at the post office where registered.

In other words, the plan is simple, straightforward, and certain. The holder of the certificates can not lose and is certain to gain. He is buying the safest security in the world in the most convenient form in which the security of a great Government has ever been offered to its people.

Why You Should Buy Them

The main reason for the purchase of War-Savings Stamps is because your country is at war. Your country needs every penny which every man, woman and child can save and lend, in order to feed, clothe, arm and equip the soldiers and sailors of America and to win this righteous war in defense of American honor and the cause of democracy throughout the world.

If we are to win the war, we must win it as a united people. The savings of every man, woman, and child are necessary if we are to hasten the victorious ending of the war. War savers are life savers.

A single strand in the cables which uphold the great Brooklyn suspension bridge is not very strong, but thousands of these strands bound together uphold one of the great thoroughfares of the world.

When our fathers and sons and brothers were called by our country to take up arms in her defense, you did not hear an individual soldier refuse to serve because his service alone would not win the war. Each man was ready to do his part. The great army thus formed is going forward to face the fire of battle and to risk everything for the safety and security of our homes and our families, and for the very existence of our country.

These are the men for whom you are asked to save and lend your dollars.

To save money is to save life.

Buy War-Savings Stamps and strike a blow for our country.

Economy In Telegraphing

By Ben H. Andersen

THE majority of employes of the railroad do not appreciate the importance of economy in telegraphing. They feel it is much easier to dictate a telegram and have it sent to the telegraph office than it is to compose a letter, which would serve the same porpose, sign it and have an envelope addressed. However, the fact must not be overlooked that while, to the writer of a telegram, it is much easier to handle a message, not infrequently is it necessary to relay telegrams, which necessitate their handling two or three times, so that such a message resolves itself, in some instances, into three handlings, or equal to three telegrams.

The railroad wires were burdened considerably before war was declared, but now that we have entered into it they are more than overburdened, and every employe should, in sending a telegram, stop and ask himself the question "Would this not serve the same purpose if sent by mail?" or, "Is it not possible to reduce the wording, either by using the code or eliminating unnecessary words?" If every employe should do this before sending a telegram it is fair to assume that the more important business, which must necessarily go by telegraph, could be handled expeditiously and all interests served to better advantage.

It is probably not generally understood that by reason of governmental action we are called on from time to time to interchange telegrams with other railroads on railroad wires, which is an additional

burden on our wires, but which is absolutely necessary in order to give service to the important telegraph business.

The handling of this business would also be very much facilitated if the telegrams were filed more regularly. At present practically fifty per cent. of the telegrams filed for transmission from the Baltimore office is sent to the telegraph office about 4 p. m., when the force is beginning to be decreased for the night, and we have every reason to believe this is true at a number of other points over the System. If the filing of this business was distributed throughout the day we would be enabled to handle it to a much better advantage, and it would certainly not entail any additional work on employes to do this, but would be conducive to more prompt service.

Frequently circulars have been issued by the Telegraph Department explaining how savings could be effected in telegraphing, both on railroad as well as Western Union wires, and if the chief clerk of each department would take a personal interest in this matter and see that the instructions issued are complied with, the burden on the wires would be very much reduced and there would be opportunity to give better service on the important business which demands it.

There is another factor in connection with the subject, namely, a number of the employes holding Western Union franks are under the impression that all they have to do is to place their frank number on the telegrams and they are transmitted by the Western Union Telegraph Company free of charge. This is absolutely erroneous. A Western Union business frank is merely a convenience in the handling of telegrams and is, so to speak, a "Charge Account Frank," as the Railroad Company is obligated to pay for certain characters of telegrams.

It would probably surprise employes to know how much our Western Union telegraphing costs per month—thousands of dollars, and this has increased considerably during the last year and seems to be continually on the increase.

Now let us all get together and delegate at least one man in each office to criticize telegrams, both railroad and Western Union, before they are allowed to be sent out and ask ourselves the question, in writing a telegram—"Would this not serve the same purpose if sent by mail?" or, "Is it not possible to reduce the wording, either by using the code or eliminating words?"

Doing this we will not only be helping ourselves and the Company we work for, but also the Government.

We have learned how to economize in various other ways, and we should certainly be able to "Economize in Telegraphing." We will not only try, but we will do it.

Win a Prize with Safety Article!

¶Ten dollars is being awarded each quarter of the year to the employe submitting the best original article on Accident Prevention. The present contest period ends March 31. Send your contribution to John T. Broderick, Supervisor Special Bureaus, Baltimore and Ohio Building, Baltimore.

Draft Figures Prove That Americans Have Not Deteriorated Physically

Provost Marshal General Crowder's Report to Secretary of War Baker Says Average Cost per Drafted Man Certified for Service Was $5.00

THE report of Provost Marshal General Crowder to Secretary of War Baker on the first draft under the Selective Service Act, 1917, contains much food for thought. It shows that with the exception of a few widely scattered and practically negligible communities, the public has cordially and loyally supported the draft boards in their work of raising an army for Uncle Sam.

A matter of special gratification is the fact that a pronounced majority of boards reported that but few unfounded claims for exemption or discharge were filed, and that exaggeration in the statement of claims was not serious.

Of 3,082,949 persons called, 1,560,570, or just about fifty per cent., made a claim of exemption or discharge on the ground of dependency, alienage, discharged vocation, religious objection, or employment in necessary industry. Of the claims filed, 1,215,049, or seventy-eight per cent., were granted.

While the report, comprising 158 pages of printed matter, contains information of the most intense interest, space will not permit touching on but a few of the chapters. In this article, therefore, we are presenting a summary of three of the particularly interesting subjects—physical condition of men examined, proportion of men called accepted for service and the cost of the draft per man.

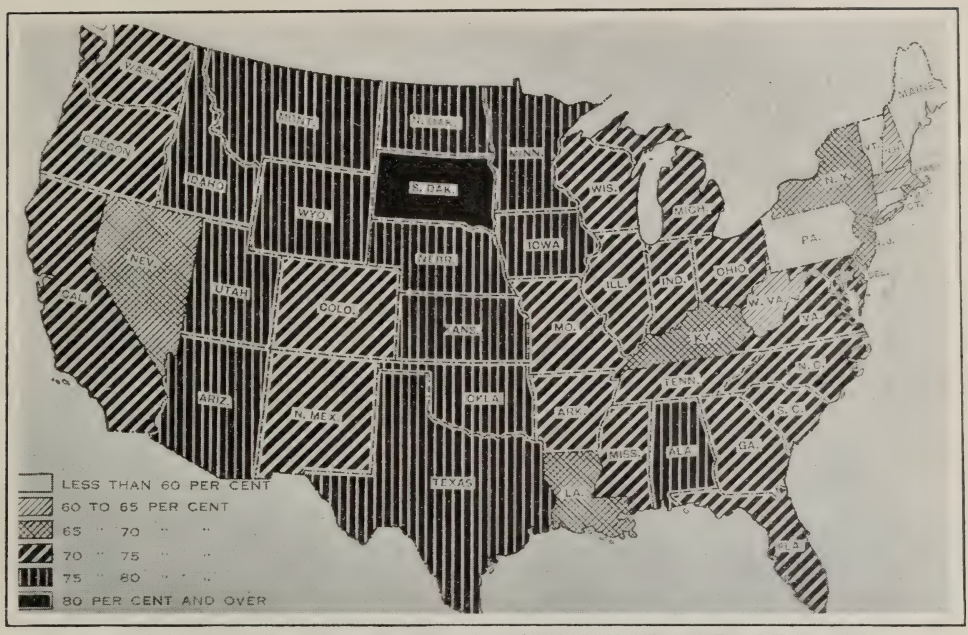
What Physical Examination Revealed

There has been a marked improvement in the physical condition of American men since the Civil War. This conclusion, which will surprise those who are fond of talking about the softness of American life and the degeneracy of American youth, is indicated by the records of the selective draft as compared with those of the first draft of the Civil War.

The records of the first Civil War draft show that nearly thirty-two per cent. of the men physically examined were rejected. In the first call under the present Selective Service Act, only twenty nine per cent. of those examined were rejected.

It is true that the Civil War had been in progress for some time before the first draft was made and that the men examined probably fell below the physical average of the men available at the opening of the war. But the record of the present draft is similarly affected by the hundreds of thousands of young men who have voluntarily enlisted and who have not been physically examined by the draft boards. Moreover, the great advance, since the Civil War, in standards of medical diagnosis and of physical soundness, has undoubtedly resulted in the rejection of thousands of men who would have been regarded as acceptable fighters in the sixties.

The total number of men physically examined by the draft boards was 2,510,706, of which number 1,779,950 were accepted and 730,756 rejected. Of the men found physically acceptable by the local boards and sent to camp, it is estimated that less than six per cent. have been rejected by the camp surgeons, a record which speaks well for the care and thoroughness of the board surgeons.



RATIO OF PHYSICALLY QUALIFIED TO PHYSICALLY EXAMINED, BY STATES

Tales have been floating about that men with glass eyes and artificial legs have been sent to camp. Such cases may have occurred, but it must be remembered that some 20,000 men were received in camp who had failed to appear for physical examination by the local boards and had been reported to the State Adjutant Generals and by them sent to camp. Undoubtedly, men who reached camp with such obvious physical defects belong to this class.

The result of the physical examinations in the several States is shown in the above chart. The young men of South Dakota have made the best record, the ratio of physical unfit being only fourteen. At the other extreme, the Pennsylvania record shows nearly forty-seven unfit men out of every 100 examined.

One Man in Three Accepted

According to statistics compiled in the office of the Provost Marshal General approximately one man of every three called by the draft boards is certified for service, the other two being rejected, exempted or discharged.

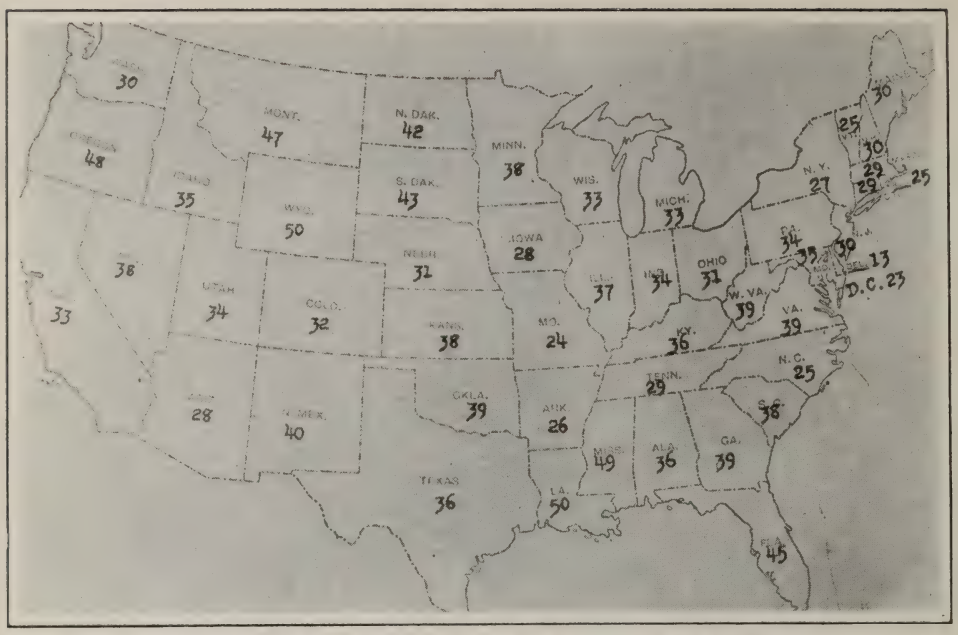
Of 9,586,508 registrants, 3,082,949, or twenty-two per cent., had been called for hearing or examination up to November 12, 1917. Of those called, 1,057,363, or thirty-four per cent., were certified for service. This number, of course, is higher than the number of men destined for immediate service, since most of the boards certified a considerable number in excess of their quota, so as to be on the safe side and have a supply ready to fill vacancies caused by reversals of rulings on appeal, rejections at camp, etc.

The States which show the highest ratio of men certified to men called were Louisiana and Wyoming, in which fifty per cent. of the men called were certified for service. The lowest ratio is shown by Delaware, where only thirteen per cent. were certified.

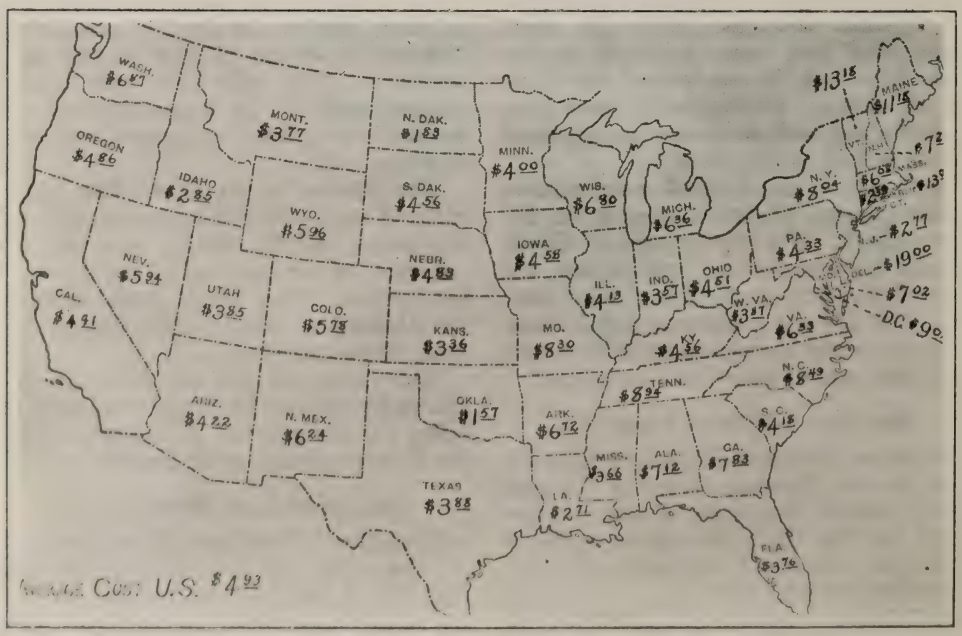
The chart at top of the next page shows by States the number of men certified for service out of every one hundred men called by the boards.

The Draft Costs $5.00 Per Man

Statistics of the first draft, compiled in the office of the Provost Marshal General, show that the cost of the draft per man accepted for service was $5.00. Of this sum, $4.93 represents the expense



NUMBER OF MEN CERTIFIED PER 100 CALLED, BY STATES



COST PER MAN CERTIFIED FOR SERVICE, BY STATES

of the draft boards and State Adjutant Generals' offices, and seven cents the overhead expense of the Provost Marshal General's office in Washington.

This per capita cost of raising an army under the Selective Service Act compares very favorably with the cost of recruiting by voluntary enlistment. The records of the Adjutant General show that the per capita cost of recruiting in the year 1914 was $24.48; in 1915, $19.14: in the first nine months of the fiscal year 1917—July, 1916, to April, 1917, inclusive—$28.95. To make the comparison fair to the recruiting system, the expense of travel paid between recruiting station and recruiting depot, the cost of subsistence prior to acceptance at the latter, the expenses at general recruiting depots and the cost of clothing should be deducted. But, with due allowance for these items, the marked economy of the Selective Service System is apparent.

A comparison with the cost of raising the army for the Civil War is also strikingly favorable. Prior to the enactment of the Draft Law of 1863, the cost of recruiting was $34.01 per man. Subsequent to the passage of the act, the cost was $9.84 per man. But only a small proportion of the men produced after the enactment of the law were drafted. It is impossible to ascertain the cost per drafted man as against the cost per volunteer. It is clear, however, especially if the lower money values of those days are considered, that the per capita cost of drafting men for the Civil War was far higher than the cost of the first call under the present law.

The remarkably good showing under the present law is due in large measure to the patriotic and self-sacrificing attitude of members of the draft boards. Thousands of these men, regardless of personal and business interests, worked day after day, throughout the hot months of the summer, without any remuneration whatever. This was a part of their contribution to the war.

In the several States the cost ranged widely. In Oklahoma it was only $1.57, in Delaware $19.00. This does not necessarily mean, however, that the boards in States showing a high cost were extravagant. A large part of the expenses were proportionate to the number of registrants in a given area; that is, a board having five or six thousand registrants necessarily incurred larger expenses than a board having five or six hundred registrants, no matter how many men were called or were certified. Similarly, the expense of calling men for physical examinations and for hearing on claims was a large item regardless of the total number of men ultimately certified; for example, in a board having thirty per cent. aliens, the expense of calling them and passing upon their claims was a necessary expense, although none of the aliens might be certified; thus, two boards which certified for service 300 men apiece, might have called and examined 1000 and 500 men, respectively, in order to produce the same number of certified men.

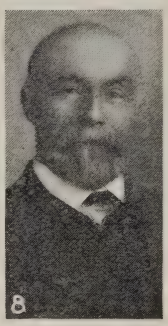
The lower chart on opposite page shows the cost per man certified for service, by states.
















PRIZE WINNERS FOR YEAR 1917

(Concluded)

TRACK SUPERVISOR HAVING BEST DISTRICT

1—A. Lemaster, Barnesville, Ohio, Newark Division.

FOREMEN HAVING BEST MAIN LINE SECTION

2—O. Varner, Petroleum, W. Va., Monongah Division. 3—Melvin Ray, Sabina, Ohio, Ohio Division. 4—John Gault, Delaware, Ind., Indiana Division.

FOREMEN HAVING BEST BRANCH LINE SECTION

5—S. M. Cochran, Heaters, W. Va., Monongah Division. 6—A. E. Medley, Stockport, Ohio, Newark Division.

FOREMEN HAVING MAIN LINE SECTION SHOWING MOST IMPROVEMENT

7—J. L. Kennedy, Martinsville, Ohio, Ohio Division. 8—George H. Hellewell, Belleville, Ohio, Newark Division. 9—I. E. Baker, Kanawha, W. Va., Monongah Division. 10—H. Nabb, Bridgeport, Ohio, Wheeling Division. 11—J. J. Ferra, Millwood, W. Va., Ohio River Division. 12—F. O. Hines, Tippecanoe, Ohio, Cleveland Division. 13—F. Yonkin, Ursina, Pa., Connellsville Division. 14—T. J. Gaither, Rand, Pa., Pittsburgh Division. 15—R. A. Fante, Lowellville, Ohio, New Castle Division.

The Soliloquy of a Shirker

In Which are Laid Bare Some of the Frailties and Shortcomings Which Denote the Mere Shell of a Man's Real Self— A Cure for These Ills Which is Based on Work

By W. Livingston Larned

Courtesy of "Printers' Ink"

I AM a "Shirker."

I am to be found in almost every large business institution, just so long as there is human nature, ingratitude and flesh-and-bone frailty.

When I rise each morning, a dislike for what is to come that day possesses and aborts me. I curse the alarm clock and cast maledictions upon the head of Toil. In my laziness I revile the man of industry and sneer at ambition. Modern business bores me. I work because I *must* work, not through love of it. With unwilling feet and bowed head, I slowly open my door and face the dawn. It is a rough road, dark, uninviting and leading me further into my own unworthiness.

For me there is none of the joy of Labor. The man at the desk next to me sings at his tasks. When he comes home to his wife at dusk, he is still singing. The echo of the whirling looms is in his heart. He finishes one task for the sheer eagerness of tackling another. I belittle him in my thoughts and slyly glance at him over my shoulder. The scheme of Life is all wrong. Why should he be so happy? Why should labor make him thus? Bah! He is a groveller in steel filings and ledger dust. Who cares for trite paeons of industry? His code is snarled up in big interests. He is working for *somebody else*. He is a patriot of piffle.

Gives the Best to Himself

If it were *my* business—Ah!—*that* would be quite different. I have built myself a feeble, tottering ground-plan of selfishness. My "Boss" is my "Boss" *only*. Because he *is* my "Boss" must I give him the best there is in me? Not at all. I will save that for *myself*.

And I count the hours I give him as a miser counts his gold. Each precious, guarded minute trickles and sifts through my mental fingers. The very minutes clink on my desk before me. "One—two—three—. I count them, as they pass. In another hour I shall be my own boss. And this is a bargain I have with my boss. It is an understanding between men. He is to give me *just so much* for *just so many hours*.

At the sound of the whistle our bargain has ceased for another day. I push the memory of him and my work hastily to one side. If I have done *well* this day, I have done well only for *him*. My salary is no greater than it was. I have had no honeyed words. There they stand, in mute, impassive, mischievous rows—the ledgers and the time books and the solemn-visaged copy of Bradstreets. They are milestones that have marked the weary course of my year's travel.

Others' Success an Irritant

If this business is a *success* I am jealous. Perhaps, unconsciously, some vagrant spark of light in me illuminates what *others* have done to make it so. That my fellows have put their shoulders willingly to the wheel is an irritant. I might have done so, too. And if this business is a failure, I scurry from it, afraid, dragging my poor and shabby ideals after me. There is no sympathy, save my sympathy for myself.

I am sitting, now, this very moment, drumming the desk with my pen. Sum-

mer is in the air. The windows are wide and I can faintly distinguish the soft, muffled hum of the hot streets below. I want to be—somewhere—anywhere but *here*—here where I am.

Things look stupid and sorry and drab to me. My nearest neighbor is bending over his desk, intent on his work. I wonder *why* he does it and *how* he finds his interest.

Work is made of poor skeins indeed. Its texture weaves no beautiful dreams. Someone has mentioned "The Sentiment of Toil." Rot! As I sum it up, it is only *dollars* and *sentiment*. And it seems to me that six o'clock would *never* come.

All day long I shrewdly deceive myself. I have as many tasks as others, but each, in turn, I dwarf of its importance. My *tomorrows* teem with great deeds to be *done*; my todays are congested with little nothings that I shall put off. I prefer to do what I am to do, when I am in the mood. And, somehow, that mood is never quite of the present. The sparkling white insignia of inspiration stays upon a perpetual horizon.

The One Who is Fooled

But I am fooling not alone my "Boss." I am fooling *myself* too. Strange how easily I fall into this smooth, affable habit of making it easy for myself. We talk it over, myself and I. "You are doing quite enough; they'll never know," I say to myself, and, if my conscience pricks me and if, momentarily, a quick, sharp sense of impending disaster comes, I laugh, and smoke a cigarette in the hall and "forget it."

Oh, yes, I know those pretty conceits. My greater task is not the task laid down for me by set rule—it is the self-imposed "job." The doing of the "unexpected things" that were *not* obvious. My worth to my firm is my watchful waiting for opportunity. A still voice incessantly harps on that stupid theme—"It's easy to get men to do the *obvious* things. There are millions of men to *work*. We want the "thinker."

That's it—work—work—work. I'm sick of the mere mention of the word. And yet I occasionally catch the drift of my better self's murmured injunction. One more pet phrase to that last letter might have landed a new customer; one more sentence to the calling client might have increased an order; one more minute of earnest thought might have evolved an economic method of procedure. I always stop *just before I cross the line.* It's lunch time or quitting time when I toe the line. I block my own path "after working hours." I stubbornly put on the brakes because it's "too much trouble" to do *more* than is expected of me.

And how I sympathize with myself. I am always injured. My saving grace is my plausibility of speech. I am the living, vitalized embodiment of "excuse." It is nearly always: "I *will* do a thing" rather than "I *have* done it." If you do not know me *very* well, you will not see my lying laziness through the smiling and bland innocence of my frank face. I have mastered the very fine art of *appearing busy.* But even *I* know, only too well, that a man's *brain* must be in league with his moving hand, otherwise the better half of him is loafing.

What Shall the Shirker Do?

Shall I give my heart and my hopes and my ambitions and my vital energy to my firm? Shall I, at office or at home, in street or in bed, keep everlastingly at it in the matter of perfecting my own little strategic environment of business? Shall I look in the dark corners and unlikely places for *ideas* that shall advance, first, *my firm* and, then, indirectly, *me*? Shall I come home nights bright-eyed, bouyant of spirits, animated, happy, pleased with the progress of *every* unit, and rise with greater hopes and ambitions for a greater day? Shall I show in my very manner and my habits and my sunny optimism, that I *like* what I am paid to do? Shall I sing at my labor, as my desk-mate does and make pleasant *play* of work because there is true affection in the doing? Shall I build for the brilliant future and, privileged to look at ledgers, congratulate the very gods that success and fair profits shall come to my *firm*? Shall I see each ruled page gay with promise and rich in effort? Shall I carry into my home and to my wife and children a reflection of a sublime peace

and joy? Shall all the world know I have cuddled up to my job and liked and loved and encouraged it and shall it be as much a part of me as my very thoughts, day and night?

Or shall I sit here, idly drumming my desk; cold, phlegmatic, unsympathetic, selfish; nagged by my little duties and dwarfed by the terror of the time-clock?

Shall I find my poor ambition, only in dodging responsibility? Shall the rows of desks and the simple rooms and the machinery of trade stalk past in my dreams, as dreaded ghosts of the inevitable?

It is not truly *I* thus bowed, a listless figure, o'er my task. It is the mere temporary shell of me, misdirected, sick, diseased, gone astray from the only thing in life worth while where noble men congregate—*honest labor*. Very soon I will sing as I work, as my neighbor does, and the song shall consecrate me. For when we *like* to do a thing, we do it as well as it is in us to do **it**.



The Baltimore and Ohio Glee Club

¶ The meetings of the Glee Club are held on Monday evenings at 8.15 o'clock. New members are always welcome.

¶ Certainly there must be a considerable number of employes in the vicinity of Baltimore, especially at Mt. Clare, who can carry a tune, and that is all that is necessary.

¶ We will be delighted to have you; so come and meet with us next Monday night at the Central Y. M. C. A., at 8.15, and get acquainted.



BOWLING TROPHIES FOR SEASON OF 1917-1918

Indications are that the team that captures the Davis Championship Cup and the individual who lands the Clark Cup will have just cause to feel proud. Philadelphia bowlers say they will get both. In Baltimore the prediction is made that history will repeat itself. Cumberland has captured so many cups that the winning of two more would not surprise any Baltimore and Ohio man in that city. The boys at New Castle Junction are rolling some scores and stranger things have happened, Out on the Western lines they are not saying much but are busy making the little pins fly. The Duck Pin League at the General Offices will award a number of prizes to bowlers in that organization. The team finishing first will get $15.00; second team, $10.00; third, $8.00; fourth, $5.00; fifth, $3.00; sixth, $2.00; seventh, $1.50; eighth, $1.00. A number of individual prizes will also be awarded.

Get-Together Spirit Permeates Gathering of Pittsburgh Division Veterans

THE quarterly meeting of the Veteran Employes' Association of the Pittsburgh Division was held Monday evening, January 14, in the Odd Fellows' Hall, Hazelwood, Pa. The business meeting was hurriedly conducted so that an interesting program might be presented. It was announced in the course of this meeting that three of the members had died since the quarterly meeting of October. They were John Boyle, Thomas Collins and Jacob Betschley. Mr. Boyle and Mr. Collins were machinists at the Tenth Street turn-table plant at Pittsburgh, and were in the employ of the Company for many years. Faithful and willing



HELEN MAY LESLIE

at all times, it was their desire to advance the interests of the Baltimore and Ohio. Mr. Betschley for many years was foreman of the paint shop at Glenwood and was held in high esteem by all employes under his charge. Appropriate reference to the deaths of the veterans was ordered spread upon the minutes of the meeting.

After adjournment of the business meeting veteran engineer C. A. Richardson took charge of the entertainment program, which included a number of



MARY KATHRYN BURNS

selections by the Pilot Musical Orchestra, composed of Merle Leslie, Thomas Quinn and Arthur Olson, sons of three of our veteran employes. Mr. Boyle's nephew was heard in some fine songs. Two features that were very much appreciated were the rendition of several patriotic selections at the piano by Miss Helen May Leslie, daughter of Mr. and Mrs. E. E. Leslie, and a duet at the same instrument by Samuel Burns and his little daughter, Mary Kathryn Burns. Warm praise greeted the Misses Leslie and Burns, whose ages are six and five years respectively, and who have never been given instructions by a music teacher. They showed their proficiency as pianists to a high degree.

Addresses were made by the president, William Cox, Robert M. Sheets, Michael Darr, Thomas McGovern, J. Donahue and others. Mr. Sheets was given a very cordial welcome, as he is considered an old friend of all of the members of the Veteran Employes' Association of the Pittsburgh Division. For many years he was general yardmaster of the Pittsburgh Terminal, later being promoted to superintendent of the Wheeling and Pittsburgh Division; afterwards, he held the position of superintendent of the Fourth Division of the Company and later was placed in charge of its Northern Division interests. He served the Company loyally and faithfully for many years and is now enjoying his declining days in his beautiful home at Foxburg, Pa. His days of active work over, he rests easy in the thought that he has done his duty. He was made an honorary member of the association. Mr. Sheets is also an active member of the old Pittsburgh and Western Railroad Veterans' Association.

After the speaking and musical features, the hall was arranged for a euchre party, which was included in the program, not only for the members of the association, but also for their families and young friends. The merchants of Hazelwood were very generous in offering valuable and substantial prizes to be contested for in this affair, and there was keen rivalry among the players for the coveted awards.

Every one expressed appreciation, as a real get-together spirit permeated the atmosphere, and it is believed that the membership of the association will be greatly increased before the next quarterly meeting is called. A movement is in contemplation to have the Veteran Employes' Associations of the Connellsville, Pittsburgh and the old Pittsburgh and Western Divisions join in an excursion or picnic sometime in the coming summer.

Much regret was expressed over the inability of the general superintendent and the superintendent to be present, "as we had arranged to show them a good time," as a veteran puts it. It is understood, however, that they are heartily in sympathy with the veterans and their association and in return for their good will the members gave assurances that they will do everything possible to help out during the present trying conditions, not only from a railroad standpoint, but also from the standpoint of patriotism in every sense that the word implies.

There were about 100 members at the meeting and entertainment and all carried pleasant memories away with them "after the drop of the curtain."

Veterans of Philadelphia Division Hold Tenth Annual Banquet

THE tenth annual banquet of the Veteran Employes' Association of the Philadelphia Division was held January 26, at Mayer's, 1620 North Broad Street. J. C. Richardson, president of the association, was toastmaster. Owing to their inability to attend, because of the pressure of business, letters of regret were sent by the following officials: President Willard, vice-president Shriver, vice-president Thompson, vice-president Davis, general manager Begien and other officials. George W. Sturmer, supervisor of locomotive and train supplies, addressed the gathering on "War and the Value of the Industrial Soldier to Help Win It." He made some telling points in his talk, and his auditors were deeply impressed with his remarks. Dr. Morris gave an interesting lecture on sanitary conditions and the health of employes. R. Tanguye, "Royal Blue Dick," gave a talk on "The History of the War and its Relation to the Baltimore and Ohio." Some fine selections were rendered by the orchestra.

The banquet was in charge of the entertainment committee, composed of W. N. Brown, S. L. Curry, Rush Gramm, F. H. Gray and J. C. Richardson.

The Baltimore and Ohio Railroad Company

COOPERATIVE CLAIM PREVENTION
BULLETIN No. 13

Help to Win the War by Preventing Waste

To All Concerned:

Win the war by conserving and preserving the food supply, and the supply of our manufactured articles.

America is straining every nerve to do her part in the great struggle and every bit of waste is going to make her work just that much harder.

Every ounce of food wasted must be replaced; every article damaged, every box broken will make it necessary for some man's labor to be used the second time.

The Railroad Company pays claims for foodstuffs and other freight destroyed through carelessness, but money cannot be eaten, neither can it be used in place of clothing or other merchandise.

Do you realize that the freight entrusted to your care is foodstuffs, supplies and material vitally necessary to the welfare of the nation? The man who today negligently permits damage to foodstuffs and materials is lacking in patriotism.

The whole country is working to produce more food and materials and every effort should be made to protect these necessities after they are produced.

The women of this country will do their part to win the war by preventing waste in their kitchens.

Surely every employe of the Baltimore and Ohio Railroad will see that the women do not beat his record for saving foodstuffs and materials.

Now is your time to do your part while on the job. Protect food and freight from damage. You will aid your country and help win the war.

Yours for prevention,

C. C. GLESSNER,
Auditor Freight Claims.

"Don'ts" for Engineers and Firemen

IT is necessary that engineers and firemen cooperate with the Company to attain best results in fuel performance.

The following *"Don'ts"* should be carefully observed:

Don't overload tenders.

Don't overfill scoops.

Don't use the hook, when it can be avoided.

Don't allow pops to open unnecessarily.

Don't permit a dirty deck—causing coal to roll off tender.

Don't throw large lumps into fire box; crack them.

Don't use blower, except when absolutely necessary.

Don't permit fire to become heavy and dirty.

Don't deliver locomotives at terminal with heavy fire.

Don't allow fire to die out under flue sheet; it causes leaky tubes.

Don't fire on green coal on any spot that is not white.

Don't permit banks.

Don't leave fire door open when engine is working hard.

Don't throw coal over brick arch.

Don't allow ashes to accumulate in sides of ash-pan, as there is liability of burning grates out; it also retards the flow of air through fire, which is most essential to perfect combustion.

Don't make black smoke; it causes waste of fuel and is a violation of the law.

Concentration

A little cork fell in the path of a whale
Who lashed it down with his angry tail,
But in spite of his blows
It quickly arose
And floated serenely before his nose.

Said the cork, "You may flap and splutter
and frown
But you never, never can keep me down,
For I am made of the stuff
That is buoyant enough
To float, instead of to drown."

NOTE—Concentrate on the thought that "I am made of the stuff that is buoyant enough to float instead of to drown."



STANDARD TRACK NEAR WILLOW GROVE, W. VA., ON THE OHIO RIVER DIVISION

Eye Hazards in Industrial Occupations

By Gordon L. Berry, Field Secretary, National Committee for the Prevention of Blindness, with the cooperation of Lieutenant Thomas P. Bradshaw, United States Army, formerly Technical Assistant to the Director of the American Museum of Safety. Published by the National Committee for the Prevention of Blindness, 130 East 22nd Street, New York. Price 50 cents.

IN this volume the author reviews the chief industrial hazards to eyesight in the industries of the United States. Case reports illustrate each section, the special dangers are described and recommendations made for such changes of working conditions, or installations of protective devices, as have been found suitable for protecting workers. The book is most completely illustrated.

The following section headings indicate the scope of the book: Statistics of Eye Accidents, Chipping Operations, Machine Operations, Abrasive Wheels, Sand-blasting, "Mushroomed" Tools, Riveting, Radiations from Intense Light and Heat Sources, Ultra-violet rays in Illuminants, Radiant Energy in Arc Welding and in Molten Metal, Metallurgic Operations, Glassblowers' Cataract, Infections, Gage Glasses, Acids and Chemicals, Treatment of Acid Burns, Industrial Poisons, Removal of Dangerous Fumes, Vapors and Gases, Spray Process Hazards, Methyl Alcohol, Bottling Accidents, Mining and Quarrying, Agricultural Hazards, Goggles, Garment Trade Hazards, Industrial Lighting, the Safety Movement.

These subjects have been treated not so much in the way of a technical manual for safety engineers, but rather in a general informative way for the information of the average manufacturer or layman who is seeking information of this nature. Descriptions of many of these hazards have been included heretofore in publications covering the complete field of industrial accident prevention, and where discussion of preventive measure would be repetition, the author has referred his reader to the chief of those sources where such detailed information might be secured, if desired.

Much of the "laboratory work" in the preparation of this book was accomplished in Buffalo, New York, where, at the invitation of a large group of leading citizens, a study was made of the eye hazards and methods in vogue for accident prevention in representative industries of that typical manufacturing city.

The book is the most complete compilation of material relating solely to the prevention of eye accidents that has been published in this country. Inasmuch as there occur annually in the United States alone nearly 200,000 eye accidents, from which many cases of total blindness result, it would seem that there is need for further attention to this important subject.

The Right Spirit—Let's Have More of It

Department of Docks and Ferries

New York, January 14, 1918.

E. A. English, *Marine Superintendent,*
Baltimore and Ohio System,
Pier 7, North River.

My Dear Mr. English:

Words cannot express my appreciation of the kindness of your employes engaged in the Lighterage Department and located at St. George, S. I., particularly the captain of your float bridge at that terminal.

On the morning of January 12, my foreman at St. George, S. I., called me on the telephone, notifying me of the storm conditions at the terminal. I directed him to call up the captain of your float bridge with a view of obtaining the assistance of your tug boats for the purpose of saving the property of the department, and I take this opportunity of acknowledging the courtesy and kindness of yourself and your employes for immediately responding to this request and for furnishing the tug boats so promptly with the result that the F/B Richmond was towed out in the stream and saved from further damage, and later returned to her slip at St. George.

I can assure you that if at any time the occasion should present itself that both myself and the employes of this department would be only too glad to reciprocate, and in that way prove that the assistance rendered by your men on the occasion referred to is fully and thoroughly appreciated by

Yours very truly,
(Signed) I. V. Hanlon,
Superintendent of Ferries.



Baltimore and Ohio Employes Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

"Follow Directions" and You Help Win the War

YOU would give your life for your country. You would scorn an American whose patriotism ended with waving flags, cheering the troops and standing up when the band plays. You want to serve your country.

Are you willing to do what your Government asks? Are you willing to follow directions?

Are you so comfortably fixed that you can afford to eat what you please? Ah, but you can't afford to eat what your country needs. FOLLOW DIRECTIONS.

Are you saving now of your slender means all you possibly can? Still, as far as your circumstances permit. FOLLOW DIRECTIONS.

Have you servants who can't be made to understand? It is your chore to see that they do. FOLLOW DIRECTIONS.

Follow directions. Today the direction is to save two slices of bread, an ounce of meat, an ounce of sugar, a snitch of butter. Tomorrow as conditions change there will be new directions. FOLLOW DIRECTIONS.

Follow directions. If Germany wins you will be obeying orders given by some one you will not care to obey. Your Government asks you to prove that free people can follow directions.

Follow directions. If we fail in this the war will drag on. As we succeed, we shall sooner have peace. FOLLOW DIRECTIONS.

□□

Hold Your Liberty Bonds

SECRETARY of the Treasury McAdoo urges the purchasers of Liberty Loan Bonds of both the first and second issues to hold fast to their bonds. They are the best investment in the world.

The Secretary's statement was called forth by the fact that Liberty Bond holders are being approached from time to time by agents seeking to induce them to part with their Liberty Loan Bonds and take in exchange securities which in a number of cases are of a very questionable value, and was prompted by the desire to protect the bondholders against ill-advised disposition of their bonds.

The Secretary expresses the hope that every purchaser of a Liberty Bond will realize that the only genuine help that he gives his Government is keeping his bond as an investment so long as it is possible for him to do so. He states, however, that no just objection lies to the sale of a Liberty Bond where real necessity exists for its sale.

□□

Passenger Travel in Germany

THE London *Times* recounts the joys of railroad travel in Germany as portrayed in the translation of a sarcastic letter published by the Munich *Neueste Nachrichten* in which the writer wonders how people can complain of the lack of heat in railway cars when they remember how important it is not to scorch their costly boots upon hot pipes. He thinks it a great advantage to travel in a car with broken windows, owing to the need of fresh air, when so many of the passengers are smoking beech leaves and hops. What does it matter, he adds, if the floor is dirty, since it is clean in comparison with the swamps of Flanders. The absence of foot mats, he points out, is welcome evidence of official economy,

and when people say that the railway carriages are like pigsties they are only comparing themselves to pigs. As regards the state of the smoking cars the writer can only suggest that it might be well to provide the non-smokers with gas masks. People complain, he says, that the trains are late twenty minutes, or an hour, or an hour and a half. This is folly, for they never before knew the unspeakable joy they feel when they do at last arrive. Again, people complain that the trains are slow, although often in the past they pined for the good old days of the stage coach. Now those times have returned; passengers can get out and walk when their feet are cold and get in again when they are warm.

□□

Fire Hazard Increased by Saltpetred Cigarette

DO you smoke cigarettes, and, if so, do you know that many of those manufactured and on the market are "doctored" with saltpetre, in order that they shall remain lighted—the chemical keeping both tobacco and paper burning when not in the mouth of the smoker?

This may be an aid to the devotee of this form of the weed, but it has only recently been discovered that the "saltpetred" cigarette creates a positive and dangerous fire hazard everywhere, and the railroads are among the interests threatened. These cigarettes will burn after the stubs are cast aside, and several fires are known to have been created through this agency.

While dangerous under any circumstances, they are especially liable to cause damage to track and trestle. A slowly burning cigarette falling into a partly rotted tie or bridge timber may cause a disastrous fire, which may include both damage to structure and train.

Employes and others are particularly cautioned to avoid practice of casting lighted stubs anywhere.

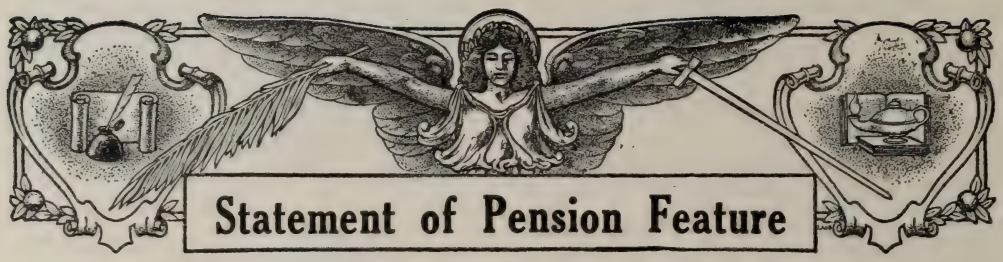
Among other fire hazards which the management wishes to call to the attention of its employes is the possibilities which may follow the dumping of hot cinders or ashes from the back ends or doors of cabooses by train crews, or the dumping of cinders or ashes by crews of dining cars through the slop chute on bridge or track—water should be used on cinders and ashes before they are thrown out.—*Southern Pacific Bulletin.*

□□

Fundamentals in Locomotive Maintenance

"POWER and still more power," is the crying need of American railways today. There are two items in locomotive maintenance that are fundamental in answering this appeal. *They are good steaming qualities and efficient steam distribution.* They are of prime importance and mean *more tonnage hauled and the efficient use of fuel.* The engine house forces should concentrate on these items. Keep the flues clean; see that the superheater is fulfilling its duty; stop the leaking tubes; maintain the front end in proper condition; be sure the brick arch is intact; keep the boiler clean and as free from scale as possible; do not neglect the washing of boilers; see that the grate and ash pan are such that sufficient air will be admitted to the firebox properly to consume the coal. There is nothing more discouraging to the engine crew than a poor steaming locomotive; it is as demoralizing as was the "fluke" in the Giants' pitching staff to the entire team in the second game of the world's series. Don't try to offset any of these defects by decreasing the nozzle—this means high back pressure and loss of power. Seek out the real difficulty and correct it.

The importance of square valves is thoroughly realized by every intelligent railroad man. The danger is in procrastinating and "letting it go for this time." Our armies in the field never go into action without everything being thoroughly prepared. Carelessness and procrastination there mean loss of life and perhaps defeat. We likewise must go into action with our equipment adjusted to do its full work. Efficiency at home is as vital as efficiency at the front. We must move every possible pound of freight that we can.—*Railway Mechanical Engineer.*



Statement of Pension Feature

Employes who have been honorably retired during the month of January, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Adkins, John	Engineman	C. T	Newark	37
Armstrong, Charles	Master Carpenter	M. of W	Ohio	44
Brown, Martin L	Carpenter	M. of W	Cumberland	37
Bryan, Albert G	Locomotive Cleaner	M. P	Illinois	44
Clifford, Patrick J	Section Foreman	M. of W	Ohio	51
Collins, Lafayette M	Wagoner	Stores	Newark	29
Corbin, James W	Conductor	C. T	Monongah	44
DeVaughn, Marcellus	Clerk	C. T	Cleveland	48
Eddy, Lowell H	Engineer	C. T	Cleveland	45
Ferebee, Albert E	Crossing Watchman	C. T	Philadelphia	29
Hettiger, Joseph	Conductor	C. T	Illinois	41
Higgins, James L	Agent	C. T	Baltimore	43
Jennings, Joshua	Car Repairer	M. P	Baltimore	49
McCarty, Jerry	Brakeman	C. T	Pittsburgh	37
Pendergast, Martin	Trackman	M. of W	Cumberland	50

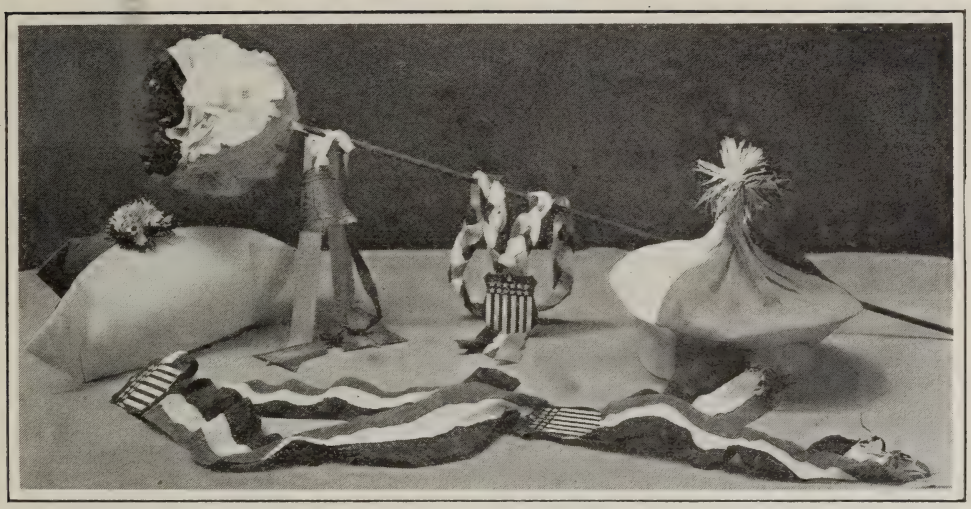
The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1917, over $312,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,269,319.40.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Grady, John E	Conductor	C. T	Newark	Dec. 21, 1917	44
Nicholson, Michael	Foreman	M. P	Baltimore	Dec. 23, 1917	57
Cochran, George W	Conductor	C. T	Cumberland	Dec. 27, 1917	35
Ward, John A	Conductor	C. T	Baltimore	Dec. 28, 1917	44
Eckels, William A	Plumber	M. of W.	Baltimore	Jan. 10, 1918	45
Nuzum, Benjamin N	Machinist	M. P	Monongah	Jan. 17, 1918	26



Easily Made Hats and Favors for Patriotic Affairs

HERE are some hats and favors which can be quickly and easily made for patriotic affairs of all kinds. The spirit of patriotism is finding full expression during these days and if we are preparing for a party, a dance or a bazaar we must not forget the red, white and blue. Then, too, we can help to instil in our children this spirit of nationalism by making patriotic favors for them to use in their "spring drives."

The cap on the right is made of three oblong pieces of crepe paper—one red, one white and one blue—pasted together. The width of each piece should be about eight inches and the grain of the crepe should run up and down so that the cap will stretch onto the head and fit snugly. When the pieces are pasted, lap one over the other slightly and turn the lower edges up under about two inches to make a double band. Now make a crease around the cap above the band and stretch the crepe out as much as it will stand or until the shape is what you desire. Fringe the end and gather the cap in at the top as shown.

To make the cap on the left-hand side, cut a red, white and blue piece of crepe paper according to shape shown in the illustration. Paste the edges together, leaving enough open space to fit the head; then turn the rounding lower edge under making it of double thickness. Trim with a pom pom made by fringing a strip of crepe paper and gathering it up tightly.

The larger red, white and blue regalia is worn in parades, used as a favor or for just dress-up and is made of a crepe paper red, white and blue streamer, with cardboard shield attached.

For the smaller favor braid three strips of crepe paper and glue a shield to the two ends. The ball wand is contrived of six inch strips of crepe paper gathered up tightly, strung together and tied into a ball. A wooden dowel, first wound with a strip of crepe paper, is attached at the center.



Home Dressmaker's Corner

Courtesy "Pictorial Review"



A Fashionable Design for the Spring Jacket Embodying Several New Features in Tailleurs

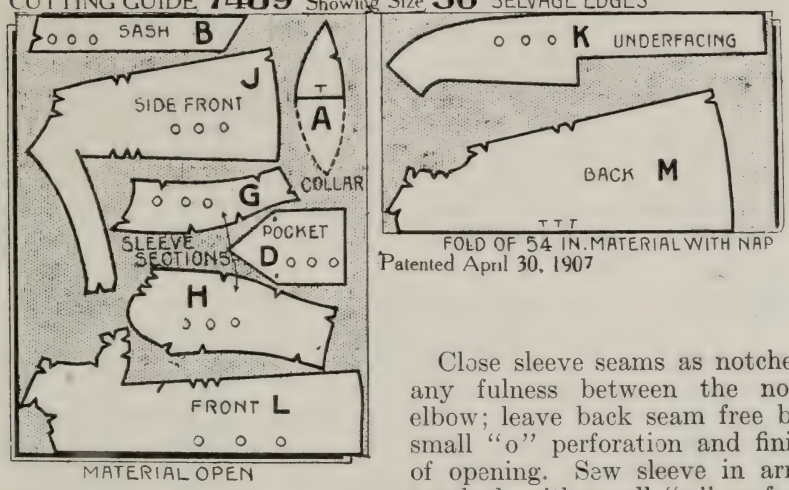
EVEN though the lines and general character of the suits for spring have been discontinued, there is a wealth of inspiration in the individual variations and details of the very latest models. This is particularly true of jackets. A model in blue broad-cloth is shown here, with narrow skirt and jacket with high collar and plaited peplum. The side fronts are attached in pointed outline to the body of the jacket and have extensions to which sash ends are sewed. In medium size the suit requires 5¾ yards 54-inch material.

The jacket is the study selected today for the home dressmaker, because it is appropriate to wear with any skirt. Most of the pieces of the pattern are cut from an open width of material, the cloth being doubled, of course, to cut each section in duplicate. Enough of the material is measured off to accommodate the front of the coat, then it is doubled, right sides facing, and laid on the cutting table. The front is placed with the large "O" perforations on a lengthwise thread. Above the front the sleeve sections are placed and there is room enough between the upper and lower parts to insert the pocket, all with the large "O" perforations along a lengthwise thread. The side front, collar and sash are laid on the material as shown in the cutting guide.



A NEW TAILLEUR

Now take the remaining broadcloth and fold it in half. Lay the back of the coat along the lengthwise fold and the underfacing opposite,



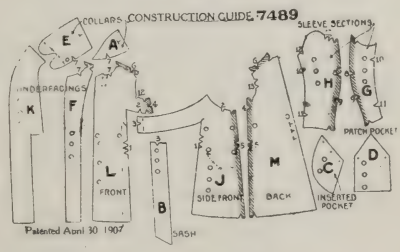
with large "O" perforations on a lengthwise thread of material.

The first step in the construction of the jacket is to take up the dart in front at neck, bringing together and stitching along corresponding lines of small "o" perforations. From plait in front, creasing on slot perforations and lap on side-front, bringing folded edge to corresponding line of small "o" perforations, press plait, close seam or under side, matching notches. Turn upper edge of side-front under ⅜ inch and lap on front, notches and edges underneath even, bringing the point to small "o" perforations; stitch ¼ inch from folded edge. Leave extensions free forward of small "o" perforation; turn lower edge of extension under ⅜ inch, graduate into nothing at the slash. Form plait in extension, creasing on slot perforations and lap on sash B, with notches and edges underneath even. Stitch one inch from folded edge. Close under-arm and shoulder seams as notched. Large "O" perforations indicate center-front.

Sew collar to neck edge as notched, center-backs even and stretch the collar to fit the neck edge. Close back seam of underfacing indicated by small "o" perforation and adjust to position underneath front and on collar, edges even.

Close sleeve seams as notched, easing any fulness between the notches at elbow; leave back seam free below the small "o" perforation and finish edges of opening. Sew sleeve in armhole as notched, with small "o" perforation at shoulder seam, easing in any fulness in the top of sleeve between the seams, or the fulness may be shrunk out. Hold the sleeve toward you when basting it in the armhole.

Face the edges of two pocket sections indicated by small "o" perforations. Adust one pocket section on front matching the 3 small "o" perforations. Stitch



about ⅛ inch each side of the line of perforations and then slash along the perforations; draw pocket through the slash (to the inside of the garment), baste and press. Join another pocket section underneath, edges even. Lap right front of jacket on left, matching center-fronts and tie sash at back.

Coat No. 7489. Sizes, 34 to 44 inches bust. Price, 20 cents.

Pictorial Review patterns on sale at local agents.

Sketch No. 1

No. 7569—Misses' One-Piece Dress (20 cents). Four sizes, 14 to 20 years. Width at lower edge of dress about 2 yards. Size 16 requires $6\frac{1}{8}$ yards 36-inch material, $\frac{3}{8}$ yard contrasting material 27 or more inches wide for round collar.



SKETCH No. 1

Sketch No. 2

No. 7556—Girls' and Juniors' Dress (20 cents). Five sizes, 6 to 14 years. Size 8 requires $2\frac{1}{4}$ yards 36-inch material for bolero and skirt, $1\frac{3}{8}$ yards 36-inch material for waist, $11\frac{5}{8}$ yards braid. Or, if skirt and waist are made of one material, size 8 requires $2\frac{1}{4}$ yards 44-inch material, with $\frac{5}{8}$ yard 44-inch contrasting material for bolero.



SKETCH No. 2

Sketch No. 3

No. 7544—Ladies' Jacket (20 cents). Six Sizes, 34 to 44 bust. Size 36 requires $4\frac{1}{8}$ yards 44-inch material for 42-inch length jacket with standing collar, $\frac{7}{8}$ yard 36-inch lining for foundation. If made with panels (42-inch length), size 36 requires $3\frac{7}{8}$ yards 44-inch material. Length of jacket (finished) at center-back 42 inches; perforated for 36 and 32 inches.

No. 7401—Ladies' Four-Piece Plaited Skirt (20 cents). Six sizes, 24 to 34 waist. Size 26 requires 5 yards 44-inch material (not allowing for a jumper which is provided in the skirt pattern).



SKETCH No. 3

Sketch No. 4

The frocks of the coming season are all built in accordance with the unwritten laws of good taste, and more emphasis than ever is put on straight lines because as little material as possible is going to be one of the watchwords of the designers. The first model pictured is in



SKETCH No. 4

figured velvet combined with fur, but it may be duplicated in voile and satin. In medium size the costume requires $5\frac{3}{4}$ yards 40-inch material, with 1 yard 36-inch silk or satin for trimming.

Two shades of brown are introduced in the second costume of men's wear serge. The skirt and front of the waist are in light tan while the tunic, sleeves and back of the waist are in the new black brown that is so generally becoming. Medium size requires $2\frac{1}{4}$ yards 54-inch tan and $2\frac{3}{4}$ yards 54-inch brown serge.

First Model. *Pictorial Review* Waist No. 7570. Sizes, 34 to 44 inches bust. Skirt No. 7563. Sizes, 24 to 34 inches waist. Price, 20 cents.

Second Model. Costume No. 7545. Sizes, 34 to 44 inches bust. Price, 25 cents.

Sketch No. 5

Transfer Pattern No. 12359, blue or yellow, 15 cents. One design given in pattern. This design is adapted to a couch pillow 18 by 22 inches, the design, however, measures $16\frac{1}{4}$ by $17\frac{1}{2}$ inches. The pillow was made of blue satin, which forms a fine background for the stars, which are to be embroidered with white floss a size finer than rope silk. The stripes of the flag are embroidered with white and red silk in Kensington stitch. The tassels and the flag pole are embroidered in two shades of golden brown. Flat satin stitch in gold silk is employed for the inscription. If the flag is to be embroidered on any but blue material, the field for the stars must be filled in with blue in Kensington stitch.



SKETCH No. 5

"Do Your Bit"

MONDAY—Wheatless Day and One Meatless Meal.
TUESDAY—Meatless Day and One Wheatless Meal.
WEDNESDAY—Wheatless Day and One Meatless Meal.
THURSDAY—One Meatless and One Wheatless Meal.
FRIDAY—One Meatless and One Wheatless Meal.
SATURDAY—Porkless Day—One Meatless and One Wheatless Meal.



Safety First Roll of Honor

Staten Island Division

On train No. 174, January 2, conductor Tilton observed platform of coach 84 low. Made examination and found coach had defective axle and had the car cut out of train at St. George. Conductor Tilton has been thanked for this and merit mark placed on his service record.

At 5.20 a. m. on December 17 trainman J. J. Sforza, while on way to report for duty, found door of box car on westbound track. He placed the door between eastbound and westbound tracks so as not to interfere with traffic. Mr. Sforza has been thanked by the management and merit mark placed on his sevice record.

On train No.5, December 14, signal maintainer S. E. Melvin discovered defective equipment on engine 27 while pulling out of Annadale station. He swung engineer up and had defect corrected. The management has thanked Mr. Melvin for his keen observation.

Cumberland Division

At 8.22 a. m. January 9, while extra 4151 west was passing Martinsburg, operator J. L. Schroder observed wheels sliding under a car in the train. He informed conductor Coffman as caboose passed. After examination the car was set off.

As extra 4298 east passed Green Spring at 1.31 p. m. operator B. A. McCullough observed box car containing ice with door open and indication that contents might fall from car. Train was stopped at Okonoko, where doors were closed.

On the morning of December 29, while coming east with engine 7118, brakeman F. W. Sollars, in back to flag west of West Virginia Junction, found a defective rail on eastward main track. He phoned from Bloomington Bridge and reported the matter to the operator at Piedmont, then proceeded on west to Empire, where there was a gang of trackmen working, and notified the track foreman. Mr. Sollars has been commended.

On December 23, while riding rear of engine 1608 between Independence and Newburg, brakeman E. Lewis discovered defective rail on the eastbound slow speed track. He immediately flagged the following extra and called the trackmen and assisted them in making repairs to rail. Mr. Lewis has been commended.

Wheeling Division

Conductor G. C. Snyder and engineer Clark McCann on the night of January 1 made temporary repairs to stock pen at Moundsville, W. Va., which was broken. By these men lending a hand and making temporary repairs engines were able to secure water. A commendation mark has been placed on their records.

On the morning of January 9 operator R. S. McElhaney discovered a defective rail in crossing at DK Tower. Notation of recommendation has been placed upon his record for vigilance displayed in notifying trackmen so that necessary action could be taken.

Cleveland Division

F. McCormick, assistant agent at Brooklyn, Ohio, on December 24, while making check of tracks at his station, discovered defective rail in main track at east end of passing siding and immediately called operator at "RD" Tower on telephone, reporting condition and remained at this point until sectionmen arrived to make necessary repairs. He has been commended by the superintendent.

W. E. Kilbow, operator at Canton Scales, on January 12 was given "GN" by dispatcher after train No. 33 had left, but as this train failed to show up at New Berlin or Aultman—delayed—waited in office and gave this information to dispatcher, which enabled him to move train No. 40 out of Akron Junction as No. 33 had meet order with No. 40 at that point, thereby saving delay to this train.

Also on the same date while wires were down from 3.00 a. m. to 10.40 a. m., due to tree falling on them between East Akron and Krumroy, he handled trains Nos. 88, 75, extra 222, 561 and 1501. When wires came up dispatcher found Nos. 88 and 75 at New Berlin and engines 222, 561 and 1501 dragging over hill. He has been commended by the superintendent.

Connellsville Division

On December 17 H. B. Brown, operator at Indian Creek, observed defective equipment on car in train of extra east 6006. Train was stopped and defect repaired.

On November 10 brakeman C. Lorent, on extra 6006, detected a defect in crossover switches at Hyndman. Train No. 9 was in the block at Hyndman at the time and was stopped through brakeman Lorent's close observance.

On the morning of November 14 fire was discovered in the telegraph battery room at Connellsville. An alarm was sounded and the Company fire department responded promptly and did excellent work. Members answering the alarm were J. Schuessler, J. Quinn, W. Umbel, E. Woods, J. Hull, D. L. Cronin and T. J. Reynolds.

On October 18 W. H. Raupach, section foreman at Glencoe, Pa., discovered defective car in train of extra east 6068 and notified operator at Foley Tower. Train was stopped and defect repaired.

On December 2 engineer E. C. Strawser, of Uniontown, in the absence of a fireman, acted as both engineman and fireman until a relief fireman could be furnished. This action on the part of engineer Strawser avoided great delay to the work of his train.

A defective rail in the eastbound track near Manila was discovered by Homer Cook, of Mance, Pa , who went through the storm to Manila to notify the section foreman, Mr. Bracken, and also assisted in renewing the rail.

Superintendent Broughton in a letter to Mr. Cook said:

"This is certainly very commendable and I take this means of expressing my appreciation of your thoughtfulness and interest in the welfare of the Baltimore and Ohio Railroad."

On January 6 operator H. J. Evans, Williams, Pa., observed defective equipment on a coal car in train of extra 6006 east. He stopped train and had repairs made. He has been commended.

New Castle Division

On the afternoon of January 20 F. R. Hess, agent of the P. & L. E. R. R. at Edenburg, noticed a defective condition in our westbound main track which he called to the attention of our dispatcher at New Castle by telephone. Superintendent Van Horn has written a commendatory letter to Hr. Hess and forwarded a copy to his own superintendent.

Chicago Division

On December 30 operator W. G. Wineland discovered defects in eastbound track at St. Joe, Ind. He notified section foreman and necessary repairs were made. Mr. Wineland has been commended by superintendent Jackson for his watchfulness.

On December 26 operator J. K. Clements discovered defective equipment on car in train No. 94 while passing Alida and had train stopped and dangerous condition corrected. Again on December 31 he observed defective equipment on a car in train No. 7 and took necessary action to correct this condition. He has received a letter of commendation from superintendent Jackson.

Operator H. H. Handshay, of Wawasee, Ind., has been commended by the superintendent for his action in stopping train No. 9 on December 27 when he observed fire flying from wheels. It developed that the wheels of one car were sliding.

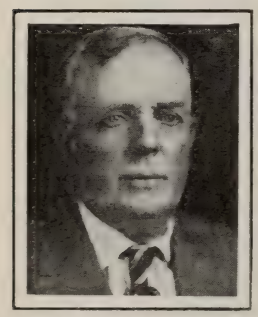
On December 26, while returning home from work, operator F. M. Thornton discovered fire along right-of-way, which threatened to destroy some fences. He extinguished the fire before

it did much damage and for his personal efforts to prevent damage, for which the Company is responsible, he has been commended.

On December 31 conductor C. E. Lightner and brakemen D. Wagner and F. D. Saap discovered defective track condition east of St. Joe, Ind., and took necessary steps to protect against possible accident. For their alertness they have been commended by Superintendent Jackson.

Indiana Division

The accompanying photograph is of Louis Haney, crossing watchman at North Vernon, who, on January 22, when No. 4, engine 2133, was approaching North Vernon noticed defective equipment on locomotive. By immediate action he succeeded in flagging train and stopping it before it reached the crossing.



LOUIS HANEY

Mr. Haney was born October 13, 1861, and has been in the service since May 5, 1881. He has always been attentive to his duties and his superiors regard him as one of our most faithful employes.

Illinois Division

On January 19 while train No. 11, engine 1466, was pulling into station at Flora, signal supervisor C. E. Whitmore noticed a defect on drivers of engine. He immediately called attention to the defect and repairs were made before train proceeded. Mr. Whitmore is to be commended for his watchfulness.

Commendatory notations have been put on the records of engineer S. Everett and fireman William Groomer for interest shown in the Company's welfare at Cone, East St. Louis, Ill., January 12. Owing to the severe blizzard it was almost impossible for the trains to get over the road and engineer Everett and fireman Groomer were at East St. Louis drawing terminal overtime. The general foreman at East St. Louis was very short of labor and unable to do the work on the engines promptly. Messrs. Everett and Groomer volunteered to clean fires, shovel coal or do any kind of work to help out and did materially assist in the dispatching of engines.

Toledo Division

Brakeman W. R. Eastin discovered a defect in his train extra 2929-2219 at Ironton Junction, December 15. He arranged to set car out and has been commended.

During the recent cold weather at Dayton engineer John McGee rendered very good service in watching, caring and getting his own locomotive out by cleaning fire and generally hostling engine. For his interest in Company's behalf he has been commended by the superintendent.

During the cold weather at Dayton during the month of December the following employes showed their interest in the Company's welfare and have been commended by the superintendent: Engineers William York, C. J. Ortle, Lester Wagner, S. Maurer, John Fife, S. A. Welty, L. J. Rhinehart, Edward Martindale, Walter Bruce, John R. Kelly, James McMahon and Charles Curtis, and firemen R. B. Woodall, J. C. Payne, H. Lamp, J. W. Culton, H. Roll and W. Perkins.

You Have No Right to Take Chances—The Other Fellow May Have to Take the Consequences : : : : : :



AMONG OURSELVES

Baltimore and Ohio Terminal

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

Annapolis, our state capital, was the scene of a pretty military romance, through the faithful efforts of Dan Cupid, the "victims" being Miss Elizabeth J. Loose, our popular comptometer operator, and Corporal George Harmon, of Camp Meade. The ceremony took place Saturday, January 19, and was attended by a few of the bride's friends. Corporal and Mrs. Harmon were presented a beautiful mahogany clock and candle sticks as a token of best wishes by the office associates of the bride.

Alvion Hoffman, formerly chief clerk to W. E. Rittenhouse, assistant terminal agent of the C. H. & D. Railway, who with Bert Ogden was transferred to this office last October, has been appointed head clerk of the U. S. Government Accounts and Miscellaneous Bureau.

The clerks of the office extend sympathy to Charles Lentz on the death of his mother.

Vivian E. Seems, the six month old daughter of Mr. and Mrs. Walter L. Seems, succumbed to the burns received when the bed in which she was sleeping accidently caught fire. Expressions of condolence were extended to Mr. and Mrs. Seems by the clerks of this office.

Auditor Coal and Coke Recipts' Office

Correspondent, JOHN LIMPERT

We were recently favored with a visit by W. D. White, who now sports the proud title of "Sergeant." "Will" is one of our boys now stationed at Camp McClellan with the 110th Field Artillery. He reports good progress made by our other boys down south.

Owing to the recent death of W. W. Mills, the following changes have been made in the Tidewater Bureau of this office: J. P. Williams, head clerk, vice W. W. Mills; W. R. Johnson, claim clerk, vice J. P. Williams; C. A. Luken, 240-Y checker, vice W. R. Johnson.

To the already long list of titles now dangling from the belt of Guy E. Pritchard has been added that of "Papa." If we mistake not, it will take precedence over all others in the future. Congratulations, Guy.

Rate clerk J. W. Marley, of this office, was married January 23. A beautiful chest of silver was presented to the happy couple by the employes of the department. May they live long and prosper.

Auditor Merchandise Receipts' Office

The picture at the top of next page is that of Sergeant John F. Parrott, attached to the headquarters of the Director of Ambulance Companies, 104th Sanitary Train, 29th Division, Camp McClellan, Anniston, Ala., formerly employed as stenographer in this office. Sergeant Parrott enlisted in June as a private in the First Maryland Ambulance Corps and was sent to Anniston a few months later. When the army reorganization took place the Maryland Ambulance Corps became part of the 104th Sanitary Train. Sergeant Parrott was advanced to his present rank during the latter part of January after he had made application to be transferred to the aviation corps. Two other former employes of this office, J. C. Peregoy and W. W. Weller, are with the 104th Sanitary Train.

Relief Department

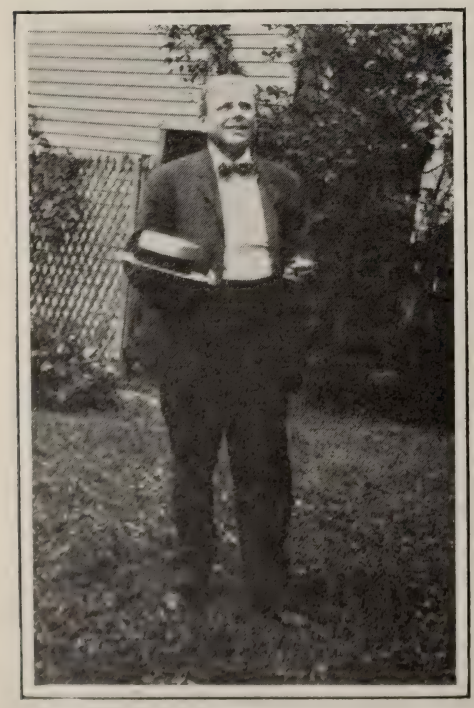
Correspondent, WILLIAM H. BALL

I have known George for many years. Measured by some standards, he has been a mere cog in an intricate machine. His presence has hardly been noticed because, while other cogs developed flaws or wore out, this one performed its functions noiselessly and without requiring attention. Very few of us think deeply enough to place the proper value upon those apparently insignificant parts of a structure whose presence we take as a matter of course. For instance: how many of us, comfortably housed in a luxurious office building, ever think of the humble and lowly rivets and bolts which hold the framework together; their very existence is concealed by the camouflage of plaster and gleaming paint, but one can easily imagine what would happen if they suddenly decided to quit doing their duty—a stately building would collapse and degenerate into a pile of twisted scrap iron, complicated by a squirming mass of outraged humanity. This illustration emphasizes the importance of little things, and likewise indicates that efficient operation of an enterprise is absolutely dependent upon the perfect coordination of all its parts.

To get back to my friend George: he hasn't been prominent, because his part in the scheme was determined by a special fitness for service in a place remote from the beaten path, and the mere fact that it hasn't been necessary to remove or replace him is a glowing tribute to his efficiency at that particular point.



SERGEANT JOHN F. PARROTT



"GEORGE"

Some of us are uncharitable and thoughtless enough to dismiss George from consideration, and award him a duly embossed leather medal, bearing the name of "A Plodder," by which term we insinuate that he lacks ambition. In these days eagerness to advance and better our fortunes frequently makes us lose sight of the important fact that real growth is a slow process, laying another stone today on the foundation reared the preceding yesterdays. It is true that a mushroom springs into existence over night; an oak takes years to acquire a respectable size; but who would hesitate in his choice between them? In striving to get ahead rapidly, we are prone to slight the work to be done right now, and thus do not make our just and fair contribution toward attainment of the goal. Impatience with our present lot in life renders us blind to the value of things within our grasp; and, blundering about in the dark, on an unfamiliar road, we actually make no progress because of sheer haste and consequent lack of knowledge.

As it has always been known that George could be depended upon to perform his duties without attention, he made a very important additional contribution toward the success of the business by making it possible to employ

valuable time upon the improvement of other less efficient parts of the mechanism. If he had been defective, too much time and energy would have been spent upon his adjustment, and other work would have been hampered and delayed in the meantime.

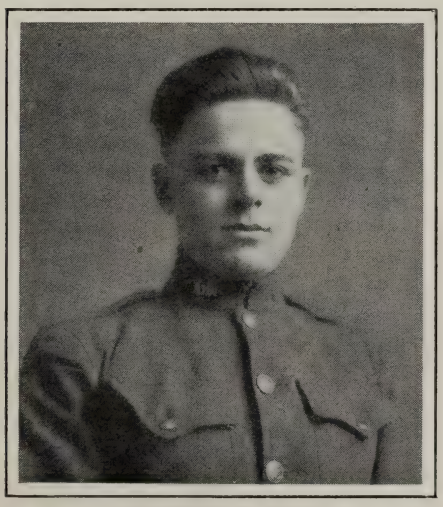
You may wonder what I am trying to prove by this eulogy of my friend George (who, by the way, is a really and truly individual in our office), but I flattered myself with the belief that you would understand without a chart or diagram. I mean just this: perform the part assigned you cheerily, with all the power and efficiency of which you are capable, and then let the future take care of itself. Your achievements may not be graven upon marble or bronze; but, like George, you will enjoy the satisfaction of duty well and truly performed, and whether or not you ever looked at it that way, you will have been an eminent specialist in a field wholly and peculiarly your own, with credit for work that no other person could have done as well.

This monograph would be incomplete were it to omit mention of an especially remarkable quality of my friend George. He retains the enthusiasm of youth, the infectious and exhilerating freshness of a boy, even though the milestones he has passed on his journey down the highway of life would fill a good-sized cemetery. But weeping willows and vacant chairs have no place in his philosophy; life means living today, not merely getting ready to live on some "tomorrow" that constantly and persistently merges into another "today;" therefore, he can and does laugh heartily over a well-spun yarn, and can likewise spin some himself; he seldom complains about the deleterious effect of the weather upon his bunions, and never bewails the fact that he must forego midnight banquets upon sauer-kraut and lobster salad through fear of acute indigestion; his hobby is physical culture to keep fit; he can whistle like a mockingbird, and frequently expresses his contentment and joy that way; he is always on the job, regardless of the weather, and is never known to explain tardiness by a harrowing story about the motorman having been paralyzed by shock when an obstinate chauffeur failed to answer the clanging gong by a volley of curses and a wrathful glare. In other words, George refuses to grow old, has many qualities worthy of imitation, does well what he is employed to do, and I, for one, hereby publicly acknowledge my indebtedness to him, and hope he will be with us always.

Your correspondent has numerous other friends in the office, whose real worth is seldom appreciated by their working mates; but their influence is nevertheless felt by all, and some day I'll tell you about them, too—providing George doesn't assassinate me for giving him this unsolicited publicity.

I was just on the verge of registering a complaint against this beastly weather, when I happened to think that, mayhap, by the time this is published, the warm and welcome sunshine of balmy spring will be abroad in the land; and then who would want to be reminded of these blizzards, heatless Mondays, trainless railroads, and such like nightmares incident to the winter of 1917–18.

More anon.



RAYMOND W. AULD

Publicity Department

Private Raymond W. Auld, who has been stationed at Camp McClellan, Anniston, Ala., with Company M of the 115th Infantry, on a recent furlough spent a few days at home visiting his parents, Mr. and Mrs. B. F. Auld, 107 Bloomsbury Avenue, Catonsville, Md.

Mr. Auld was connected with the Publicity Department for five years up to April 30, 1917, when he enlisted in Company M of the Fifth Maryland Regiment. Later he was transferred to Company M, 115th Infantry, at Anniston, Ala. His photograph appears on this page.

Paymaster's Office

When two of our employes, Frank Wilhelm and H. T. Brune, went to Keyser, W. Va., some time ago one of the town's reporters scented a violation of the prohibition statute, for the two "well dressed gentlemen" carried heavy traveling bags and they were seen going into a waiting room at the station in company with two of our special policemen and city policemen. In the onlooker's mind there was no doubt about it that the law of West Virginia was being ignored and "surveillance" was the watchword. Indeed, he was an embryonic Sherlock Holmes—at least, his thoughts were along that line. While the men tarried in the waiting room the eye witness fidgeted and thoughts of a good story were chasing each other through his cranium. Well, the bags contained thousands in cash—the payroll for the Keyser shops. The reporter's dream of a "big scoop" vanished.

Dining Car Department

Effective January 15 H. W. Browne was appointed assistant superintendent dining cars, Pittsburgh, Pa., succeeding W. W. Williams, who has resigned on account of his health.

F. A. Kraft has been appointed traveling conductor, succeeding Mr. H. W. Browne.

Printing Department, Mt. Clare

There's a clerk in the office of the manager of the Printing Office at Mt. Clare whose face has been wreathed in smiles since January 16. Why? Well, he and Miss Mary Gross were led to a preacher's home by the mischievous Cupid and—the knot was tied. That gentleman is C. J. Lehmen, and he is as chesty these days as a pouter pigeon. The happy couple hied themselves to the balmy climate of Florida and "Charlie" forgot for seven days the admonitions of the boss. In fact, he forgot there was such a place as Mt. Clare. Incidentally, while Baltimore was under what has been for years the heaviest fall of snow, he forwarded postals from Florida which showed sweet mermaids and their male friends garbed in bathing costumes. "Charlie" says that there was never such a place outside Eden.

Employes' Free Circulating Library Mt. Royal Station

On this page are reproduced the photographs of Walter Reid Irving and A. E. Irving, sons of Mrs. E. P. Irving, librarian, former employes of the Baltimore and Ohio Railroad now in Government service.



A. E. IRVING



WALTER REID IRVING

Walter Reid Irving was employed in the Printing Department at Mt. Clare for one year. He left there to complete his studies at the Baltimore City College. In April last, just before he graduated, he enlisted in the Maryland Naval Militia and is now a yeoman on the U. S. S. Wisconsin.

A. E. Irving was employed for three years at the Green Spring plant of the Timber Preservation Department. He was drafted for service in the National Army and, although married, did not claim exemption. Mr. Irving failed to pass the physical examination, being under weight. He then offered his service to the Department of Agriculture, being a graduate of the Maryland Agricultural College, and was sent as county demonstrator to Murray County, Georgia. His wife was Miss Regina Robinson, of Green Spring, W. Va., whose father and grandfather were in the service of the Baltimore and Ohio for thirty-eight and forty-five years respectively.

Another son of Mrs. Irving, H. L. Irving, is an inspector in the Test Department. The father of the boys, the late A. M. Irving, entered the service of the Company a number of years ago. In 1885 he was appointed librarian, being the first to hold that position, which he held at the time of his death in 1906.

New York Terminal

Correspondent, FRED B. KOHLER, *Clerk*, Pier 22

Divisional Safety Committee

W. B. BIGGS.....Chairman, Assistant Terminal Agent
A. L. MICHELSON.....Terminal Cashier
J. J. BAYER.....Freight Agent, Pier 22, N. R.
J. T. GORMAN.....Freight Agent, Pier 21, E. R.

T. Kavanaugh.....Freight Agent, 26th Street
T. F. Gorman.....Freight Agent, Pier 7, N. R.
M. F. Steinberger....Freight Agent, St. George Lighterage
C. E. Floom.....Freight Agent, St. George Transfer
E. J. Kehoe.....Freight Agent, Pier 4, Wallabout

Marine Department Members

Permanent

E. A. English.....Marine Supervisor, Chairman
E. J. Kelly.....Assistant Marine Supervisor, Vice-Chairman
E. Salisbury.....Lighterage Supervisor

Rotating Members (appointed for three months)

C. H. Kearney.....Tugboat Captain
W. Connell.....Tugboat Engineer
W. Meade.....Tugboat Fireman
M. Y. Groff.....Lighterage Runner
E. Sodeberg.....Barge Captain
Otto Olsen.....Gas Hoist Captain
H. Peterson.....Steam Hoist Captain
J. Hall.....Steam Hoist Engineer
Walter Kelly.....Deckhand

Staten Island Rapid Transit Railway Company

Correspondent, S. A. Turvey, *Trainmaster's Clerk*, St. George

Divisional Safety Committee

H. R. Hanlin.....Chairman, Superintendent
B. F. Kelly.....Vice-Chairman, Trainmaster
S. A. Turvey.....Secretary, Trainmaster's Clerk
H. W. Ordeman.....Division Engineer
W. A. Deems.....Master Mechanic
W. L. Dryden.....Signal Supervisor
R. F. Farlow.....Master Carpenter
Dr. F. De Revere.....Medical Examiner
A. J. Conley.....Road Foreman of Engines
J. D. Gibb.....Trainmaster
J. F. McGowan.....Division Operator
E. R. Decher.....Division Agent
W. J. Kenney.....Attorney
C. A. Wilson.....Supervisor Crossing Watchmen

Rotating Members

W. Neiderhauser.....Towerman, Tower B
J. B. Gerow.....Freight Conductor
Guy Fetzer.....Painter
W. Smith.....Locomotive Engineer
J. Naples.....Locomotive Fireman
W. A. Marshall.....Clerk to Agent, Tompkinsville
G. J. Goolic.....Inspector

The first Baltimore and Ohio employe to die in France from a "gunshot" wound was J. E. White, former trainman at Staten Island. A full account of his death will be found on page 13.

On Thursday, January 17, President Willard paid the Staten Island Lines a visit. In company with general manager Averell, superintendent Hanlin and other officials, he inspected the new McMyler coal dumping machine and thawing plant at Arlington. The party then proceeded to Clifton shops.

Frank A. Zurmuhlen has been promoted to per diem clerk, Car Accountant's Department, vice Miss M. Devlin, out of service. Walter McGowan, mail clerk in superintendent's office, has been promoted to fill the vacancy created by Mr. Zurmuhlen's promotion.

Owing to the increased amount of business in the Marine Department, George A. Enright has been appointed assistant tug dispatcher.

Miss Madeline Harriott has been promoted to tonnage clerk, St. George Transfer, vice M. J. Mahoney, furloughed. Miss D. Reynolds has been promoted to fill the vacancy in the superintendent's office created by Miss Harriott's promotion.

The following men have been furloughed to do military duty, and were ordered to Camp Upton, L. I.: Michael Carroll, ticket agent at Princess Bay, Infantry; John J. Carroll, Jr., fireman on Perth Amboy ferryboat, Infantry; Joseph Riccardelli, trackman, Maintenance of Way Department, Infantry, and J. M. Cuthbert, signalman, Infantry.

E. J. Hamner, terminal agent, has been appointed assistant superintendent. He has the best wishes of all employes of the New York Division for success in his new duties.

E. W. Weisser and C. A. Henri, freight trainmen, have enlisted in the Ordnance Corps as yardmasters.

Private F. A. Giannotti, who until being called by President Wilson to do military duty was one of our freight trainmen, is now "somewhere in France."

The following speech was delivered by H. W. Ordeman, division engineer, at the January meeting of the Safety First Committee:

"I don't know just how many of you gentlemen here realize the importance of safety at the present time. While I am confining myself to the rules as laid down by the Safety Committee for the governance of safety items, I think there should be an addition made to them to cover the conditions which have been brought about since a state of war has been declared.

"We have a terminal here which is of prime importance to the United States Government in the moving of supplies, in the handling of equipment for the men who are going to France and the ones who are 'over there' now, and as you doubtless know we have handled in the past thirty days a large amount of government supplies through this terminal.

"I have personally seen lots of cases where if there had not been action taken in time, serious damage would have been done to government freight and its movement seriously hampered. As one instance: There was a car reported on bridge No. 4, St. George, as smoking. About ten minutes after that was reported the superintendent, trainmaster McKinley and myself went over and looked at the car. We broke the seal on the car and found it was loaded with fertilizer, which had not been properly dried out. That afternoon Mr. Denton, supervisor of fire prevention, was here and was asked to look at the car, which we thought was in the last stage of spontaneous combustion. He asked what was in it, and I told him fertilizer. He said that they had five cars burnt at Baltimore a few weeks before account car of fertilizer and that we had caught the matter just in time.

"The man who reported the above is a factor, and a large factor, in my mind, in winning this war. The man who reported that car is too old to fight—they would not take him—but at the same time I personally believe that he, in reporting the car at the time he did, was of as much service as a soldier with a gun.

"I have tried to impress it upon the men in my department to get after these things and get after them quick, because a tie up now means blood and lives, and I would like to urge on every member of the Safety Committee to think about that and talk it over with the men he comes in contact with. Don't do it because it is a safety matter! Don't do it because you are asked to do it by the railroad company! Don't do it because you are probably saving your own life in correcting a practice like that, but do it for *the sake of humanity in general.*

"The safety element is not confined to the railroad alone; it is a national proposition. I think we should branch out a little and get away from the ten commandments of the Safety Committee and sharpen our noses. Get into things. If something does not look right, report it to someone who knows something about it, and have him correct it. When you find a broken rail stay there and protect it until it has been repaired, or have someone else protect it. If you notice defective equipment, call the car inspector's attention to it or someone in authority in that special branch of the railroad and have it fixed. Why not do the same in every case where safety to your Government is concerned also?"

Philadelphia Division

Correspondents

J. C. Richardson, *Chief Clerk*
J. C. Anderson, *Shop Clerk*

Divisional Safety Committee

R. B. White.....Chairman, Superintendent
C. E. Owen.....Vice-Chairman, Trainmaster
T. Bloecher.....Division Engineer
J. P. Hines.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
H. K. Hartman.....Chief Train Dispatcher
T. B. Franklin.....Terminal Agent
H. D. Schmidt.....Captain of Police
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
J. T. Miller.....Road Engineer
M. F. Goodnight.....Road Fireman
A. P. Offutt.....Road Conductor
H. A. Gallagher.....Yard Conductor
W. E. Warden.....Tender Inspector
J. J. Ward.....Car Inspector
W. M. Devlin.....Secretary

Effective January 1 L. G. Kohler was appointed storekeeper at East Side, Philadelphia, Pa., vice H. S. Moser, resigned.

T. B. Franklin, terminal agent, Philadelphia, who has been on the sick list for several weeks, is out again.

R. E. Rickert, assistant supervisor at Philadelphia, has been transferred to Grafton, W.Va.

R. F. Curren has been appointed night stationmaster at Philadelphia.

Considerable interest is being attached to the games in the Philadelphia Division Bowling League and the standing of the teams at the present writing is as follows: East Side, won 11, lost 10. Chestnut Street, won 10, lost 11. The games bowled on January 23, at the Casino Alleys, resulted as follows:

East Side				
Busick	108	108	104	
Brennan	86	90	106	
Solley	77	71	80	
Hollen	103	95	99	
Aldridge	74	82	83	
	448	446	472	1366
Chestnut Street				
Morrison	85	99	78	
Machin	78	86	85	
Sands	90	100	83	
Kenna	87	88	78	
Richardson	84	99	128	
	424	472	452	1348

From the interest which is being taken in the games the ultimate disposition of the cup is already settled, as the Philadelphia Division feels its resting place will be right here.

There is a hot race on foot for individual honors, Busick and Hollen being backed by East Side, while all Chestnut Street is rooting for Richardson.

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office,* Camden Station

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
J. P. Kavanagh....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Brunswick
C. H. Winslow.....Secretary, Washington

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Baltimore
Dr. J. A. Robb.....Medical Examiner, Washington
Dr. J. F. Ward.....Medical Examiner, Winchester
R. B. Banks.....Divisional Claim Agent, Baltimore
J. M. Powell.....Captain of Police, Camden Station

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick, Md.
C. A. Mewshaw.....Trainmaster, Camden Station
E. E. Hurlock.....Division Operator, Camden Station
E. C. Shipley.....Road Foreman of Engines, Riverside
J. J. McCabe..Trainmaster and Road Foreman, Harrisonburg
W. T. Moore.....Freight Agent, Locust Point
D. M. Fisher.....Freight Agent, Washington
W. E. Shannon.....Freight Agent, Brunswick
W. E. Neilson.....Freight Agent, Camden Station
J. L. Hawes.....Freight Conductor, Riverside
W. T. Edgar.....Yard Conductor, Camden Yard
C. W. McDaniels.....Passenger Fireman, Riverside
J. W. Cavey.....Passenger Engineman, Riverside

MAINTENANCE OF WAY DEPARTMENT

H. M. CHURCH.....Division Engineer, Camden Station
S. C. TANNER.....Master Carpenter, Camden Station
C. A. THOMPSON.....Signal Supervisor, Camden Station
J. FLANAGAN ..... General Foreman, Locust Point
C. W. SELBY.....Supervisor, Gaithersburg
S. J. LICHLITER.....Supervisor, Staunton, Va.
W. O. RUNKLES.....Section Foreman, Brunswick
C. RITTER.....Signal Repairman, Mt. Royal Station
R. W. MITCHELL.....Carpenter Foreman, Baltimore

MOTIVE POWER DEPARTMENT

T. F. PERKINSON.....Master Mechanic, Riverside
G. B. WILLIAMSON.....General Car Foreman, Riverside
T. O'LEARY.....Car Foreman, Washington
C. W. C. SMITH.....Machinist, Brunswick
C. B. BOSIEN.....Machinist Apprentice, Riverside
J. W. PEYTON.....Leading Car Inspector, Brunswick
G. N. HAMMOND.....Material Distributer, Locust Point

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. WINSLOW.....Chairman, Secretary, Y. M. C. A.
DR. JAMES B. GRIER. Medical Examiner, Sanitary Inspector

MOTIVE POWER DEPARTMENT

G. W. KIEHM.....Air Brake Supervisor
W. M. GRANT.....Boiler Foreman
H. A. BRIGHT.....Gang Leader
C. J. AYERS.....Gang Leader
A. F. KREGLOW.....Storekeeper
T. E. CROSON.....Yard Engine Dispatcher
N. TIPPET.....Foreman, Car Shop
H. A. BAREFIELD.....Assistant Foreman
A. A. PACE.....Foreman, Station
J. J. DESMOND.....Gang Leader
G. VALENTINE.....Yard Engine Dispatcher
B. HOWARD.....Assistant Foreman
R. HEINDRICH.....Foreman, Station

TRANSPORTATION DEPARTMENT

P. H. DELEPLANE.....Train Director
L. T. KEANE.....Conductor
E. M. FARMER.....Conductor

MAINTENANCE OF WAY DEPARTMENT

W. M. CARDWELL.....Master Carpenter
F. W. HODGES.....Foreman, Carpenter Shop
H. L. BELL.....Foreman, Carpenter Shop
A. M. BRADY.....Track Foreman
J. T. UMBAUGH.....Track Foreman
P. C. RICHMOND.....Signal Maintainer

The Sunday Evangelistic Campaign is "making good" to the fullest extent in Washington. At every meeting large throngs of people gather at the Tabernacle to listen to the powerful expositions of the Scripture from the lips of the most wonderful evangelist this country has seen for a long time. This association is cooperating with the campaign comittee to the fullest extent. Several shop and office meetings have been held, as follows: Tuesday, January 15, at Ivy City shops, Rev. Isaac Ward speaking, attendance, 125; Friday, January 18, Potomac Yard, G. K. Roper, international secretary Y. M. C. A. speaking, 85 present; Tuesday, January 22, Baltimore and Ohio freight office, Rev. Isaac Ward speaking, addressed 55 of the force. These meetings will be continued during the period of the campaign at different points where there are numbers of railroad employes. They are greatly appreciated by the men and women railroad workers, who respond willingly to the call for a meeting.

"Railroad Night" was observed at the Tabernacle January 22. Tickets were issued by the association and distributed among the railroad employes throughout the city. Over 1500 attended the meeting and heard Mr. Sunday's sermon, entitled "Nobody Cares for My Soul." There were many expressions of delight and satisfaction from the men who attended the special service.

The orchestra and mixed chorus are working hard rehearsing the music of the opera "The Rose Maiden," which they will render in the near future. C. W. Guest, director of the orchestra, is handling both the orchestra and the chorus, and we are sure that a treat is in store for our members.

We are proud of our "Honor Roll," which now numbers over fifty of our members. These fellows are in all branches and departments of the service and are doing their "bit" like the true Americans that they are.

It gives us great pleasure to announce that Warren L. Heap, one of our old members and popular athlete, has accepted the position of secretary of the George Washington University. We wish him much success in his new position.

John T. Rose, formerly assistant secretary in this association, writes from "somewhere in France" that he is well and that everything is as well as could be expected. Robert L. Saunders, another former secretary, writes from Fort Omaha, Nebraska, that he is "getting up in the air" occasionally. He is in the balloon division of the Signal Corps.

William W. Tenney, who has been physical director of this association for nearly three years, has accepted a position as general secretary of a newly organized railroad association at Pen Argyl, Pa. Mr. Tenney is well known in athletic circles in Washington and has done much to further clean sports in the District. While his many friends regret his leaving Washington, yet he goes with the best wishes for continued success in his new work, and his faithfulness and loyalty here bespeak for him a large and progressive association in his cooperation with the men of Pen Argyl.

Several shooting matches are being held in the rifle range. Teams composed of members of the various companies of the Home Defense League Rifles have just begun a match for the small bore indoor championship. Each team is limited to ten shooting members each week, the five high scores only to count for the team championship. The grand aggregate of the five high scores for the five consecutive weeks will determine the team championship.

Washington, D. C., Freight Station

Correspondent, W. L. Whiting, *Chief Clerk*

"Old King Coal was a Merry Old Soul
And a Merry Old Soul was He."

Perhaps never did the old man have such a merry old time as he is having at present, for if being the most talked of and the most respected and revered individual in the country is a source of merriment, then, indeed, the old King must be wearing one continuous smile on his shiny countenance. While we have no great occasion for merriment, we, who are so fortunate as to live in Washington, have great cause for thankfulness in the present serious fuel crisis. We are apt to think that we are being harshly treated if we cannot always get a supply of coal just when we ask for it, but some of us who have friends in other parts of the country, and who receive letters telling of the cold and privation caused by the lack of coal in those sections, ought to feel deeply grateful that thus far we have been spared the suffering that others have had to bear.

The continued cold weather has had its effect on our station force, many having been obliged to lay off for a day or more because of severe colds. Some were compelled to give up for longer periods. Delivery clerk C. R. Heller, one of the veterans in service at this station, was away for about four weeks. We were glad to welcome him back and trust that he will be able to remain with us for a long time to come. Tallyman W. A. Clark was home for several days but has returned to duty, we hope thoroughly recovered from his indisposition.

We had a very pleasant meeting in our office recently, under the leadership of Dr. Isaac Ward, who is "Billy" Sunday's "right hand man." The meeting was held at noon in order to create enthusiasm for railroad men's night at the Tabernacle. About fifty of our station employes attended and listened to the interesting and fervent address of Dr. Ward, who urged everyone present to attend the meeting at the Tabernacle the same evening. Mr. P. McK. Etchison, of the local Y. M. C. A., accompanied Dr. Ward, and brought with him a small organ, which he used to great effect in playing the strains of the evangelist's favorite and most popular hymn, "Brighten the Corner Where You Are!" It was not long before everyone in the audience was singing the familiar refrain, and during the whole afternoon someone was humming the catchy tune, and many a time the exhortation to "Brighten the Corner" was heard. Dr. Ward was introduced to us by Secretary G. H. Winslow, of the Railroad Terminal Y. M. C. A., through whose efforts the meeting was held. It was a very enthusiastic gathering, and undoubtedly had a great effect in increasing the number of those who attended the large meeting in the evening. Dr. Ward is an old railroad man, having been with the D. L. & W. for a number of years. His remarks were, therefore, of particular interest to his audience.

The following, taken from a recent issue of the Washington *Star*, will be of interest to some of our readers. It comes straight from the trenches, and was written by a boy who at one time was our office messenger, "Tommy" Collins, who is well known to a number of our present force, but there will be many more of our readers who will recognize him as the son of our veteran engineer, "Pat" Collins, the man who keeps our platforms full of cars for unloading and loading, and knows every inch of our yard tracks better than any other man around the station:

Patriotic Letter from D. C. Soldier in France

Thomas J. Collins Tells of High Ideals that Inspire Men Fighting Abroad for America

"Every one of us has been working hard to make the 19th Engineers a winner, as this is the first real test we have been put to for the interest of our beloved America. I feel sure we would feel more like ourselves, would work harder and would be willing to put our best efforts in everything, if we could only know that everything we are doing here is for the interests of the Stars and Stripes."

The above excerpt from a letter received by Mr. and Mrs. P. J. Collins, 1629 Lincoln Road, from their son, Thomas J. Collins of Company C, 19th Engineers, now "somewhere in France," shows the patriotism which inspires the American soldiers now fighting for Old Glory.

Our "Little Corporal" at Camp McClellan, W. L. Santman, sent us postal cards at Christmas. We were very glad to receive them, as they indicated the cheerful spirit which prevails among the boys in camp.

Some of us have received letters from Lee, also testifying to the good fellowship and *esprit de corps* that exists at Anniston. There is a large number of Baltimore and Ohio men there and many pleasant hours are spent relating railroad reminiscences, which are highly interesting. We all hope to see our Baltimore and Ohio boys come back crowned with glory and each one with something to remind him of a defeated Hun, always remembering that "good Huns and good Injuns" are in the same class.

Mount Clare Shops

Correspondent, V. F. Riley, *Secretary to Superintendent*

Divisional Safety Committee

L. Finegan ..... Chairman, Superintendent of Shops
E. P. Poole ..... Vice-Chairman, Asst. Supt. of Shops
V. F. Riley ..... Secretary, Secretary to Supt. of Shops
J. Howe ..... General Foreman
H. A. Beaumont ..... General Car Foreman
G. H. Kapinos ..... Supervisor of Shop Machinery and Tools
Dr. F. H. Digges ..... Assistant Medical Examiner
P. F. Wagner ..... Shop Hand, Erecting Shop
H. T. Stickell ..... Boilermaker, Boiler Shop
G. F. Klein ..... Piece Work Inspector, No. 1 Machine Shop



LAWRENCE W. SAGLE

E. B. Bunting.....Machinist, No. 2 Machine Shop
W. H. Robinson.....Pipe Fitter, Pipe and Tin Shop
G. M. Kiser.....Moulder, Foundries and Re-Rolling Mill
J. T. Giles.....Blacksmith, Blacksmith Shop
G. Schmale.....Machine Operator, Bolt and Forge Shop
W. P. May.....Machinist, Air Brake Shop
C. Kessler.....Patternmaker, Pattern Shop
A. G. Mercer.....Machinist, No. 3 Machine Shop and Steel Car Plant
T. U. Dover...Shop Hand, Tender and Tender Paint Shop
H. Alker.....Shop Hand, Axle Shop and Power Plant
J. E. Leary.....Gang Foreman, Freight Car Track
J. Jankiewicz.....Car Builder, Passenger Car Erecting Shop
W. F. Zoellers...Upholsterer, Passenger Car Paint, Finishing and Upholstering Shops
J. J. Pitsinger.....Mill Machine Hand, Saw Mill and Cabinet Shops
W. Banahan.....Foreman, Stores Department

The "Industrial Soldier and his Value and Importance to Help Win the War," was the subject of George W. Sturmer, who addressed a meeting at Mt. Clare on January 18. He pointed out the urgent needs of the government, both in food and equipment, for the men in the field and urged everyone to do his "bit" for the country and our Allies.

He also spoke on "Safety First," and showed that production is needed now more than ever before because of the critical times. He said that men must safeguard their health and do everything possible to minimize accidents, to the end that our government and our soldiers may have the workers' fullest cooperation. Mr. Sturmer's remarks provoked much applause.

About 300 employes attended, and the Mt. Clare band gave some very fine selections, which were much appreciated.

To the left is the photograph of Lawrence W. Sagle, formerly of Storekeeper's Department, who resigned as timekeeper to enter the service of Uncle Sam when the call for volunteers was sent out. We have our friend Sagle in his "everyday clothes," as he expresses it, at work on the submarine chaser C-122, somewhere off the coast. We understand that he has the other fellows at an advantage as he is custodian of the commissary department as well as clerk to the commander, when he is not operating the machine gun, which is shown in the picture to his left. He has the best wishes of the boys of this department for a safe and speedy return.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
Thomas R. Rees, *Secretary to Superintendent*
W. C. Montignani, *Secretary, Y. M. C. A.*
Laura E. Lingamfelter, *Stenographer Maintenance of Way Department*

Division Artist

Mabel R. Crawford, *Tonnage Clerk, Division Accountant's Office*

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
H. W. Grenoble...Vice-Chairman, Assistant Superintendent
T. R. Rees.....Secretary
E. P. Welshonce.....Trainmaster, West End
E. C. Groves.....Trainmaster, East End
L. J. Wilmoth.....Road Foreman, East End
M. A. Carney.....Road Foreman, West End
F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
Dr. J. A. Dorner.....Medical Examiner
Dr. J. H. Mayer.....Assistant Medical Examiner
G. R. Bramble.....Freight Agent
W. D. Strouse.....Joint Agent
L. O. Miller.....Car Foreman, East End
R. A. Tull.....Car Foreman, West End
F. L. Leyh.....Storekeeper
E. A. Workman.....Storekeeper
Robert Childers.....Division Claim Agent
J. Z. Terrell.....Freight and Ticket Agent
I. S. Sponseller.....General Supervisor
H. D. Schmidt.....Captain of Police
F. A. Tatlor.....Master Carpenter
W. L. Stevens.....Shop Clerk
W. C. Montignani..Secretary, Balto. and Ohio Y. M. C. A.
M. E. Mullin...Assistant Master Mechanic, Keyser, W. Va.

Rotating Members

J. C. Hauser.....Conductor
F. Haddix.....Engineer
H. H. Grimm.....Fireman
J. D. Defibaugh.....Machinist
C. W. Robinson.....Car Inspector
F. B. Rathke.....Yard Brakeman

Baltimore & Ohio Athletic Association of Cumberland, Md.

President

Griffin A. McGinn.....Chief Clerk to Superintendent

Vice-Presidents

F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
H. D. Schmidt.....Captain of Police
A. J. Kelly.....General Yardmaster

Treasurer

G. R. Bramble.....Freight Agent

Secretary

T. R. Rees.....Secretary to Superintendent

The accompanying pen sketch of division engineer F. F. Hanly was made by Miss Crawford, our divisional artist.

The unusually severe weather during the latter part of December and the first part of January resulted in unusual demands being made on the Maintenance of Way Department.

By proper preparation, good judgment and forethought Mr. Hanly and his forces met the requirements.

Charles H. Myers, wire chief in WC office, Cumberland, died at his home in LaVale on Saturday afternoon, January 19, following an illness of five months. Mr. Myers had been with the Baltimore and Ohio since April 1, 1900.

Superintendent G. D. Brooke offered a cash prize to the track foreman who gathered up and sent in to the master mechanic the greatest number of grease plugs within a period of two weeks. Prize was awarded to H. C. Snyder, foreman of Section No. 16, Great Cacapon, W. Va., who sent in 138 plugs out of a total of 1049 on the entire division.

The accompanying picture is that of Paul Dellaria, former foreman of Section 12, Orleans Road, who is now in training with Battery E, 313th Field Artillery, Camp Lee, Va. Through foreman Dellaria's good management his section was awarded the first prize for the best section on the Cumberland Division this fall. He is making splendid progress at Camp Lee.



PAUL DELLARIA



F. F. HANLY

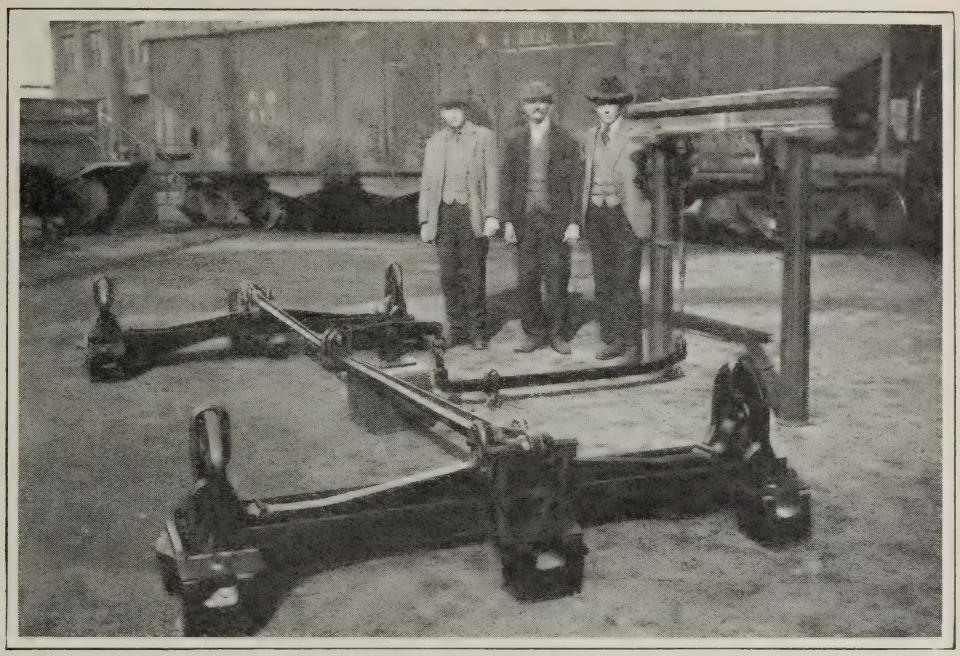
Agent Kidwell at Green Spring, while looking through records at that station, found several station train registers for the month of May, 1883. In examining the record for May 12, 1883, it is assumed that it must have been a heavy day's work, as four sections of circus trains appear to have been moved in addition to other trains.

The word "Jumbo" is written along side the record of the circus trains and it is inferred that this is the earliest date the celebrated elephant made his appearance in this neighborhood.

It is noted that the word "Ringer" appears on several of the train registers and to find what the word implied at that time inquiry was made of several men, old in the service.

Colonel W. J. LaVelle, of Tunnelton, who has been connected with the road for a number of years, advises that the word "Ringer" was used to embrace twelve trains in a convoy that were moved successively in one direction. He states it was unusual to get a "Ringer" in a convoy and that the meaning of the word implied that business was prosperous and the movement heavy. There was no special authority for the word and the impression is that it was coined by some genius and finally fell into common use.

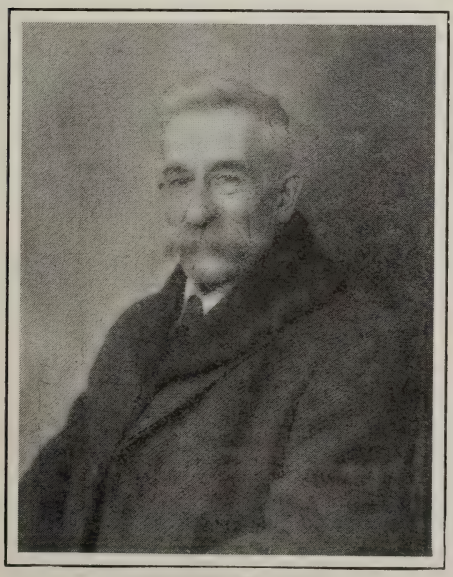
In January a new line known as the Great Cacapon Branch, costing about $30,000, was completed and put into operation on this division. This road was built for the purpose of serving the Potomac Glass Sand Company, which has an estimated output of twenty-seven hundred cars per annum. The new branch



TEN-TON WAGON SCALE BUILT AT CUMBERLAND IN 1882

connects with the main line at Great Cacapon, W. Va., and runs south across country for a distance of approximately one mile.

The accompanying picture is that of S. B. Sponseller, who for forty years has served as carpenter and carpenter foreman on the Cumberland Division.



S. B. SPONSELLER

He encountered many hard winters and high waters during his long period of service, but his alertness at all times enabled him to make speedy repairs to bridges and buildings on his territory when occasion required. He is known by his fellow workmen as the "Old Boss."

Martinsburg Shops

Correspondent, W. L. Stephens

The picture at top of page is of a ten-ton wagon scale that has been in use at Mt. Airy, Md., for thirty-five years. The scale was designed by the late Jacob Engleman in 1882, and built under his supervision in the scale shop, then located in Cumberland, Md.

The scale shop was first started in 1877, in Cumberland, Md., with Mr. Engleman as its superintendent. The man in the centre of the picture is W. H. Airy, who came to the Baltimore and Ohio from the shops of the Fairbanks Scale Company, where he learned the scale business. Mr. Airy did the mechanical work in building the scale shown and this is the third time he has overhauled this scale. He has been in the Baltimore and Ohio service for nearly forty years.

The other men in the picture are J. E. Oliver, foreman of the scale shop, and the young man leaning against the scale is scale apprentice C. M. Long, to whom we are indebted for the photographs.

In 1906 L. D. Davis was appointed superintendent of scales and weighing for the Baltimore and Ohio, and all scales and scale work

comes under his supervision. Since Mr. Davis took charge of this department a fine master scale has been installed in the shop here for testing and correcting the weights of scale test cars, these cars coming from over the entire System and even from foreign roads.

The size of the present cars has made it necessary to increase the size and capacity of the track scales. The structural steel work for one of these sixty-six foot 150 ton track scales has just been completed in the bridge shop at Martinsburg. The main girder beams alone of this scale will weigh 28,000 pounds. This scale is being installed in Cleveland, Ohio.

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton
R. F. Haney, *Conductor*, Weston
C. F. Schroder, *Operator*, Grafton
J. Lynch, *Car Inspector*, Fairmont

Divisional Safety Committee

J. M. Scott.....Chairman, Superintendent, Grafton, W. Va.
J. W. McClung.....Trainmaster, Grafton, W. Va.
J. A. Anderson.....Master Mechanic, Grafton, W. Va.
W. I. Rowland.....Road Foreman, Grafton, W. Va.
J. F. Eberly.....Division Engineer, Grafton, W. Va.
H. L. Miller.....Car Foreman, Grafton, W. Va.
J. O. Martin.....Division Claim Agent, Clarksburg, W. Va.
Dr. C. A. Sinsel.....Medical Examiner, Grafton, W. Va.
Dr. E. A. Fleetwood.....Medical Examiner, Clarksburg, W. Va.
P. B. Phinney.....Agent, Grafton, W. Va.
J. D. Anthony.....Agent, Fairmont, W. Va.
S. H. Wells.....Agent, Clarksburg, W. Va.
R. L. Schill.....Agent, Weston, W. Va.
E. J. Hoover.....Agent, Buckhannon, W. Va.
F. W. Tutt.....Secretary, Chief Clerk to Division Engineer, Grafton, W. Va.

Rotating Members

J. O. Whorley.....Engineer, Fairmont, W. Va.
W. H. Kelly.....Machinist, Grafton, W. Va.
C. C. Burgy.....Brakeman, Grafton, W. Va.
E. E. Yerkey.....Conductor, Clarksburg, W. Va.
J. W. Thornhill.....Car Inspector, Fairmont, W. Va.
L. V. Atha.....Conductor, Grafton, W. Va.
E. L. Pendergast.....Machinist, Fairmont, W. Va.

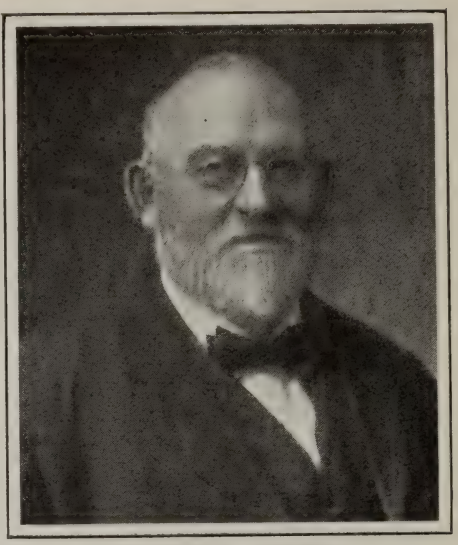
Supervisor F. A. Hyatt and sons, Wallace and Dalen, spent the holidays with Kenneth Hyatt, son of F. A. Hyatt, who is in the army at Hattiesburg.

James Gilligan, foreman at Grafton, spent a few days with relatives at Salem.

Miss Anna Reilly spent her vacation visiting in Washington, Baltimore, Philadelphia and New York during December.

Miss Nellie Hawkins, operator at Wilsonburg, was calling on friends at Grafton during the month.

The following appointments became effective during December: operator, second trick at Brydon, A. Lynch; operator, second trick at Flemington, B. C. Ross; operator, third trick at MD Tower, B. H. Gabbert; operator, second trick at Chiefton, C. F. W. Rensburg; operator, at Lusk, H. A. Louden.



CHARLES G. LOWTHER

The accompanying photograph is of Charles G. Lowther, material distributer in the Stores Department at Grafton. Mr. Lowther was born May 6, 1859, in Harrison County, West Virginia. He entered the service of the Clarksburg & Weston Railway Company (now a part of the Monongah Division), then a narrow gauge railroad, in 1880 as section man, and promoted to section foreman in 1891, with headquarters at Buckhannon, W. Va., on the Pickens Branch. In 1899 he was transferred to Grafton yard as foreman; in 1902 he was placed in charge of the maintenance of way storehouse at night, and in 1912 he was transferred to the Stores Department as oil distributer. He held this position until 1915, when he was made material distributer, which position he now holds. Mr. Lowther has always given entire satisfaction in all the positions he has held in his long service in railroad work, and has always had the interests of his employers at heart. During the time he had charge of the oil house he was complimented personally by Mr. Galloway, then general manager, also by C. A. Gill, superintendent motive power.

Miss Mabel Sousia, operator at Bridgeport, spent a few days with relatives at Smithburg.

Wheeling Division

Correspondents

C. F. Miller, *Office of Superintendent*
D. F. Allread, *Agent*, Folsom, W. Va.

Divisional Safety Committee

E. V. Smith.....Chairman, Superintendent
E. C. Wight.....Division Engineer
F. C. Schorndorfer.....Master Mechanic
C. Malone.....Trainmaster
M. J. Walsh.....Road Foreman of Engines
M. E. Cartwright.....Terminal Trainmaster
J. A. Fleming.....Agent, Wheeling, W. Va.

Dr. J. E. Hurley	Medical Examiner
M. C. Smith	Claim Agent
F. M. Garber	Car Foreman
Dr. L. D. Norris	Medical Examiner, Fairmont, W. Va.
H. H. Tederick	Supervisor
C. F. Burley	Machinist
F. E. Gatewood	Conductor
M. E. Lee	Conductor
L. O. Swann	Fireman
H. K. Reid	Engineman
A. J. Sonnefeld	Secretary

The third annual ball given by the employes of the Wheeling Division on December 27, at the Market Auditorium, met with great success. The Ford car, which was auctioned off that evening, went to W. R. Lowe, of Cameron, W. Va. Mr. Lowe was formerly employed as ticket clerk at Wheeling passenger station.

Effective as of October 16 W. H. Brewer was promoted to train supervisor with jurisdiction over Wheeling Division. Mr. Brewer has been in the service of the Company during the past twenty-three years as engineer and his many friends of the Baltimore and Ohio will be glad to hear of his promotion.

Chief yard clerk J. M. Cunningham, of Benwood, W. Va., is receiving congratulations as a result of his marriage to Miss Gladys Bell, clerk to J. A. Fleming, agent at Wheeling, W. Va. Best wishes are extended to the young couple for a long and happy life.

Effective as of December 16 trainmaster W. Beverly was appointed trainmaster at Wheeling, W. Va., with jurisdiction over the Wheeling Division. H. Burdette, terminal trainmaster at Holloway, was appointed trainmaster with jurisdiction over the C. L. & W. Sub-Division west of Bridgeport.

C. W. Dixon, night yardmaster at Holloway, has been appointed day yardmaster at Holloway. H. E. VanFossen was appointed night yardmaster to succeed Mr. Dixon.

C. A. Conners, for two years employed as motive power timekeeper at Wheeling, has resigned to accept a position with the government at Washington, D. C., as timekeeper. We are all sorry to see our old friend "Doc" leave us, but we also wish him the greatest success.

Ohio River Division

Correspondents

S. S. Rousch, *Office of Superintendent*
Miss Helen Wright, *Office of Division Engineer*

Divisional Safety Committee

J. W. Root	Superintendent
F. G. Moran	Trainmaster
J. G. Kircher	Road Foreman of Engines
O. J. Kelly	Master Mechanic
L. E. Haislip	Division Engineer
F. R. Davis	Terminal Trainmaster
Dr. J. P. Lawlor	Medical Examiner
E. Chapman	Captain of Police
F. A. Carpenter	Agent, Parkersburg
S. E. Eastburn	Agent, Yardmaster, Huntington
H. F. Owens	Secretary

Rotating Members

P. M. Roe	Engineer
O. W. McCarty	Fireman
H. Neal	Conductor
M. F. Caldwell	Brakeman
A. C. Smith	Car Department
C. R. Taylor	Locomotive Department
J. E. Rosier	Stores Department

Cleveland Division

Correspondent, G. B. Gymer, *Secretary to Superintendent*, Cleveland

Divisional Safety Committee

H. B. Green	Superintendent
G. B. Gymer	Secretary
J. J. Powers	Trainmaster
W. J. Head	Trainmaster
A. R. Carver	Division Engineer
G. R. Galloway	Master Mechanic
P. C. Loux	Road Foreman of Engines
G. H. Kaiser	Road Foreman of Engines
A. J. Bell	Terminal Agent
Dr. A. A. Church	Medical Examiner
G. J. Maisch	Claim Agent
M. E. Tuttle	Division Operator

Rotating Members (to serve three months)

W. G. Harris	Assistant Agent, East Akron
C. H. Richards	Dispatcher, Akron
M. Carano	Section Foreman, Akron
J. H. Myers	Carpenter Foreman, Cleveland
T. J. Brown	Conductor, Lorain
J. A. Moore	Engineer, Lorain
M. Livingstone	Engineer, Cleveland
J. E. Friskey	Conductor, Akron
G. C. Bell	Conductor, Cleveland
W. Reider	Machinist, Cleveland
T. A. Horn	Material Checker, Lorain

Effective January 8, F. M. Brown was appointed assistant storekeeper at Holloway, Ohio, vice W. R. Persons, assigned to other duties.

Miss Esther Spitler, of the dispatcher's office at Cleveland, has knitted three sweaters for the soldiers. Recent reports are that all three were sent to the same soldier, who was previous to his enlistment a Baltimore and Ohio man. Not mentioning any names, but this soldier boy's photograph recently appeared in our Magazine.

E. F. Keffer, stationmaster at Cleveland, is wearing that everlasting smile. "Ed" was recently married. Congratulations.

Miss Lucille LeClair, daughter of Archie LeClair, baggageman, and a clerk in the division accountant's office at Cleveland, was recently married. Miss LeClair was the fourth clerk in the division accountant's office to be married within one year. There appears to be an epidemic in this office.

Recent rumors are to the effect that Miss Elgie Courtright, of the terminal trainmaster's office at Clark Avenue, Cleveland, is to be married. She refuses to confirm this rumor and merely smiles.

Miss Stevenson, also of the terminal trainmaster's office at Cleveland, is wearing a large new solitaire. "I wonder."

O. F. Murrey, former relief agent on Cleveland Division, was appointed agent at Massillon, Ohio, effective January 15, vice E. D. Ott, resigned.

Clyde Wilcox, assistant ticket agent at Cleveland passenger station, "Beau Brummel" of the Cleveland Division, is quite sad these days. His "steady" has joined the Red Cross and expects to sail for France shortly.

"Billy" Hoover, alias "Shrimp Flynn," formerly office boy in the district passenger agent's office at Cleveland, has been assigned to duties in the superintendent's office.

Miss Tobie, clerk in freight office at Howard Street, Akron, Ohio, is learning to knit. Reason —a soldier boy at the front.

The photograph at bottom of next column is that of Carl Johnson and "Eddie" Grain, electricians, Cleveland District.

Newark Division

Correspondent, W. F. Sachs, *Chief Clerk*

Divisional Safety Committee

D. F. Stevens.....Chairman, Superintendent, Newark, O.
J. P. Dorsey.....Vice-Chairman, Trainmaster, Newark, O.
C. R. Deimer.....Division Engineer, Newark, O.
R. A. Vernon.....Road Foreman, Newark, O.
A. E. McMillen.....Master Mechanic, Newark, O.
A. R. Claytor.....Division Claim Agent, Newark, O.
D. L. Host.....T. M. & C. T. D., Columbus, O.
C. D. Miller.....Shopman, Newark, O.
Dr. M. H. Koehler.....Medical Examiner, Newark, O.
T. Waters.....Conductor, Newark, O.
M. H. Devore.....Fireman, Newark, O.
J. N. McDonald.....Engineer, Newark, O.
Lawrence Prior.....Car Repairman, Newark, O.
William Schlingerman.....Machinist, Newark, O.
B. J. Harrington.....Yard Brakeman, Newark, O.

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Broughton.....Chairman, Superintendent
C. M. Stone.....Trainmaster
T. E. Miller.....Master Mechanic
G. N. Cage.....Road Foreman of Engines
Dr. F. H. Weidemann.....Medical Examiner
H. B. Pigman.....Division Operator
A. P. Williams.....Division Engineer
H. D. Whip.....Relief Agent
G. M. Tipton.....Agent
C. A. Albright.....Agent
E. E. McDonald.....Agent
W. F. Herwick.....Conductor
W. J. Drydon.....Road Brakeman
O. E. Newcomer.....Fireman
W. H. Metzgar.....Supervisor
E. C. Lucas.....Car Foreman
A. L. Friel.....Shop Foreman
H. E. Cochran.....Secretary

Our sentence was commuted from death to life imprisonment for missing the "Among Ourselves" column in December, but only on the condition that we "come across" during the season of 1918.

W. O. Schoonover, chief clerk to superintendent Broughton, recently visited his son Gerald, who is attached to the base hospital at Camp Gordon, Atlanta, Ga.

An innovation which should have been told about in the January issue, but which will bear relating at this late date, was inaugurated by superintendent Broughton on Christmas just passed. On the Monday preceding the glad day Mr. Broughton kept genuine, old-fashioned "open house" for all the employes located at division headquarters and extended a hearty invitation for all to "drop in and shake hands." Cigars and cigarettes for the gentlemen and candy for the ladies were on hand in abundance, and all partook generously of the superintendent's hospitality. After chatting for a few minutes with all his callers, Mr. Broughton wished them a Merry Christmas and a Happy New Year. It was an innovation enjoyed probably more than the superintendent realized.

W. H. Beachy has again resumed his duties as yard clerk at Somerset, after a leave of absence for one year. We are all glad to see you back on the job, "Wib."

Miss H. C. England, stenographer to general foreman at Somerset, has returned to her duties after spending a ten days' vacation visiting friends and relatives at Bedford, Baltimore, Cumberland and Meyersdale.

The many friends of fireman C. F. May, of Rockwood, Pa., will be pleased to hear of his marriage to Miss Ruth Critchfield, also of Rockwood, on December 24, 1917. To both we extend our heartiest congratulations.

We sincerely regret to hear of M. E. Martz, general foreman of Somerset, being off the job account of a severe attack of appendicitis. A. R. King, of Connellsville, is acting foreman in Mr. Martz's stead.

Brakeman J. H. Reiber was off duty for several days owing to an attack of La Grippe.



CARL JOHNSON AND EDWARD GRAIN



SECTION FOREMAN AND GANG, NEAR BIDWELL, PA., TWENTY YEARS AGO

Above is photograph of section foreman S. L. Morrison and gang, which was taken twenty years ago, one mile west of Bidwell, Pa., known as west end of Egypt Passing Siding. The distinguished gentleman standing to the left is A. E. Dwire, now track supervisor of the Somerset and Cambria Branch, located at Somerset, Pa. You will note the crushed stone ballast and sixty pound rail used in track at that time.

Conductor M. R. Bauman, who has been off duty for several months account of having typhoid fever, is able to be about again. We hope for his speedy recovery.

Brakeman J. S. Deas, Jr., has gone to Connellsville to accept a position as night yardmaster.

Car repairman S. Simpson, of Somerset, visited friends at Wilkes-Barre over the holidays.

Conductor J. R. Zearfoss and E. H. Stahl, of Somerset, have resumed duty after a hunting trip spent in Clearfield County. They were successful in bagging some small game, but not deer. Hope you have better luck next year, boys.

Conductor W. Christner and daughter Grace have returned home after a few days' stay at Washington, D. C.

Extra gang foreman W. H. Judy and wife recently spent a ten days' vacation visiting friends and relatives at Wilkes-Barre and Bethlehem, Pa.

We have had an abundance of snow and cold weather in this territory. It was thirty degrees below zero on the morning of January 21, which greatly interfered with the movement of trains in the Somerset region.

Pittsburgh Division

Correspondent, B. J. McQuade, *Office of Superintendent,* Pittsburgh

Divisional Safety Committee

T. J. Brady.....Chairman, Superintendent
T. W. Barrett.....Vice-Chairman, Trainmaster
W. J. Kennedy.....Secretary
C. C. Cook.....Division Engineer
M. C. Thompson.....Road Foreman of Engines
G. W. C. Day.....Division Operator
R. B. Stout.....Superintendent of Shops
A. J. Weise.....General Car Foreman
F. Bryne.....Claim Agent
W. F. Deneke.....Agent, Pittsburgh
Dr. A. J. Bossyns.....Medical Examiner
R. F. Langdon.....Brakeman
E. D. McCaughey.....Fireman
E. P. Chenowith.....Conductor
J. J. Berry.....Foreman, Glenwood
J. L. Soliday.....Engineer

Glenwood Shops

Correspondent, Frank Rush, *Sec'y to Sup't*

All employes on the Pittsburgh Division, whether they are in the Motive Power, Transportation or Maintenance of Way Departments, who are interested in the Pittsburgh Division baseball team for the coming year, are requested to write to manager Vince Gisbert, Glenwood roundhouse, making application for position they desire to try out for on the team. By

this means it is hoped that the Pittsburgh Division will be well represented on the baseball diamond the coming year.

Our star catcher, "Chief" Bennett, and one of our pitchers, Raymond Walters, have been called into Government service, and we will require the services of at least one good catcher and one good pitcher. We all know that their services will be missed, especially the "Chief," as he was pretty near the whole team last year.

We desire that all employes on the Pittsburgh Division, whether machinists, brakemen, water station repairmen, car repairmen, clerks, blacksmiths, boilermakers, firemen or in any other position, help make the coming year a success for the baseball team. All agents and yardmen on the division are requested to get in touch with Mr. Gisbert.

Meetings will be held from time to time for the benefit of the baseball team and all interested are requested to attend. Notice of meetings will be posted later.

G. A. Rosamond, formerly of Mt. Clare, has been transferred to Glenwood as piecework inspector in the erecting shop.

C. R. Lawton, formerly piecework inspector of cab, pipe and paint shops, has been transferred to boiler shop in the same capacity.

Foreman Pollock entertained a party at his home, 310 Renova Street, on New Year's eve. Among those present were, F. M. Creegan, J. F. Callahan, J. L. Bowser, R. L. Ryan, D. Imhler, R. L. Love, J. E. Robson, J. O. Dummire and J. E. Dummire. Music for the occasion was furnished by Professor Beardsmore. The party was enlivened by solos from Frank Creegan and Felix Callahan and a duet by the Dummire brothers.

R. L. Love has been promoted to assistant boilermaker foreman.

H. F. Emrich, general piecework department, spent his vacation at his home in Baltimore.

The accompanying picture is that of Arthur Ellsworth Briggs, a promising young employe of the boiler shop.

New Castle Division

Correspondent, J. A. Lloyd, *Chief Clerk to Superintendent*

Divisional Safety Committee

C. W. VanHorn.....Chairman, Superintendent
C. P. Angell.....Trainmaster
D. W. Cronin.....Division Engineer
A. H. Hodges.....Master Mechanic
T. K. Faherty.....Road Foreman of Engines
James Aiken.....Agent, Youngstown, Ohio
Dr. F. Dorsey.....Medical Examiner
C. G. Osborne.....Division Claim Agent
F. H. Knox.....Agent, New Castle, Pa.
W. P. Cahill.....Division Operator
W. Damron.....Terminal Trainmaster
A. T. Humbert.....Master Carpenter

Rotating Members (to serve three months)

E. F. Toeffer.....Road Engineer
G. T. Griffith.....Road Fireman
H. A. Bradley.....Road Conductor
S. K. Fielding.....Yard Engineer
L. Whalen.....Pipe Fitter
J. W. Ferron.....Work Checker, Car Department

The heartfelt sympathy of the officers and employes of the New Castle Division is extended to ticket agent L. H. Foust, of Youngstown, Ohio, whose wife died Sunday, January 20.

William McDowell is his name—weight 10 pounds—and his proud and happy daddy is "Barney" McDowell, tonnage clerk and statistician "par excellence" of the New Castle Division. To say that "Barney" is all stuck up over the youngster is putting it mildly.

A letter from First Lieutenant J. J. McGuire, former master mechanic of the New Castle Division, now in France, was received January 21. It conveys the news that he is still in the land of the living and while not as fat as formerly, is still a heavyweight.

Former car distributer George W. Miles, now corporal in the 107th Field Artillery, located at Camp Hancock, Georgia, was home for a few days and visited the office, where he was enthusiastically welcomed. George has increased in weight, although we always thought he was heavy enough.

Sergeant Frank W. Kelsey, former clerk to road foreman of engines at New Castle Junction, now of the Ordnance Department, made a flying trip from Washington, D. C., to visit his old cronies at this point a few weeks ago. Frank has grown somewhat and looks like a real soldier.



ARTHUR E. BRIGGS



R. R. JENKINS

Engineer Raymond F. Henry, now a private in the Engineer Corps at Camp Grant, called on his New Castle friends on January 18. He was all rigged out in his regimentals and looked fit as a fiddle.

Charles S. Steinmetz, chief train dispatcher, was confined to his home for a week due to illness. "Charlie" has recovered and resumed his duties.

Miss Glenola House, stenographer in the superintendent's office, was called to New York City by the sudden and serious illness of her sister, who is a student at Pratt University. We are glad to report that her sister is recovering and Miss House has returned with her smiles and blushes.

Chicago Division

Correspondent, P. G. ERVIN, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON.....Chairman, Superintendent, Garrett, Ind.
T. J. ROGERS....Vice-President, Trainmaster, Garrett, Ind.
T. E. JAMIESON.....Trainmaster, Garrett, Ind.
JOHN TORDELLA.....Division Engineer, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
F. N. SHULTZ.....Division Operator, Garrett, Ind.
W. F. MORAN.....Master Mechanic, Garrett, Ind.
D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
J. E. FISHER.....Road Foreman of Engines, Garrett, Ind.
DR. W. A. FUNK.....Medical Examiner, Garrett, Ind.
DR. C. W. HEDRICK.....Medical Examiner, Willard, O.
J. D. JACK.....Claim Agent, Garrett, Ind.
J. F. MILBURN.....Act. Sec'y, Y. M. C. A., Willard, O.
JOHN DRAPER.....Agent, Chicago, Ill.
W. P. ALLMAN.....Agent, Avilla, Ind.
H. C. BARETTA.....Engineer
W. J. WISENBAUGH.....Fireman
C. B. MAXWELL.....Conductor
A. C. SMITH.....Brakeman
S. R. YINGLING.....Machinist
W. G. MEHL.....Machinist
J. N. DAVIS.....Machinist
C. F. WESSEL.....Car Inspector
H. J. BLAKE.....Air Brake Repairman
C. D. BERGSTRESSER.....Yard Brakeman

The photograph to the left is of R. R. Jenkins, who recently enlisted for Y. M. C. A. service in France, and has sailed for that country. Mr. Jenkins was for ten years Secretary of the Y. M. C. A. at Willard, Ohio, and is liked by all who know him. We regret very much to have him leave the Chicago Division and wish him success in his new venture. His position at Willard, Ohio, is now being filled by J. F. Milburn.

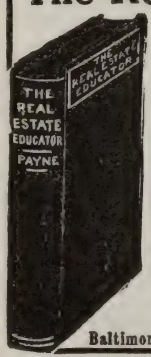
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Baltimore and Ohio Employes Magazine, Baltimore, Md.

L. L. Plummer, formerly stenographer to car distributer, now in the U. S. Army at Fort Thomas, Kentucky, spent Christmas day with friends in Garrett. "Louie" is looking fine and is anxious to go to France for actual service.

The accompanying photograph is of P. DeStaphin, trackman at Alida, Indiana, for the past ten years and who is at all times "on the job" and by his careful attention to details has developed into a regular ferret in the detection of track defects. He has kept a record of the defects he has found since coming to Alida and his diary would make interesting reading. On Christmas day and again on New Year's day he discovered defective track conditions, which he reported and had repairs made without serious delays to passenger trains. The writer engaged him in conversation some time ago and found him so modest and unassuming that it was a hard matter to get him to talk of himself, but he is a Baltimore and Ohio man clear through and is proud of it, and while he feels that the detection of defects is in line with his duty and not a cause for any particular mention, we feel that such service deserves special recognition and we finally induced him to consent to a line in the MAGAZINE and also worked a photograph out of him. We are proud of "Patsy."

On January 6 and 7 the City of Chicago and vicinity experienced one of the worst snow storms in the history of the city. In places the snow had drifted to a depth of over ten feet and traffic of all kinds was practically at a standstill, it being impossible to get sufficient men to keep the snow cleared away. It is significant, however, that the Baltimore and Ohio was the only road entering Chicago which maintained a 100 per cent. train schedule. All the other roads entering and leaving Chicago either annulled all or a number of their trains due to the heavy fall of snow and inability to keep the tracks clear.



P. DESTAPHIN

South Chicago

Correspondent, MRS. BERTHA A. PHELPS,
Wheelage Clerk

If all our employes took such a keen interest in "Safety First" as that displayed by Henry Bergstrom, assistant roundhouse foreman, South Chicago, it is safe to predict that fewer accidents would be reported and that the number incapacitated from duty during the year would be greatly decreased. Prior to his promotion to roundhouse foreman, Mr. Bergstrom was chief of first aid corps, but had to relinquish this work. His record while with the first aid corps is most commendable, and it is to be hoped that his successor, F. J. Kroll, will serve as efficiently in that capacity. Mr. Kroll was Mr. Bergstrom's assistant, and we feel sure that the knowledge he has gained under the former chief of the corps will enable him to carry on the work successfully.

When Dr. E. M. Parlett, chief of Safety and Welfare Bureau, learned that Mr. Bergstrom could not continue as chief of first aid work, he forwarded a letter of regret to him and told him that his "record from a first aid standpoint is splendid beyond expression."

The Baltimore and Ohio at South Chicago is well represented in the army camps and from letters received the leading idea is to get to France as quickly as possible and "do" the Kaiser. Miss Margaret Smurdon, stenographer in trainmaster's office, is very proud of her service flag, to which the stars are being rapidly added.

Felix McElvouge, yardman at this station, has enlisted in the aviation service.

The delivery of twenty-seven western line engines for use on our rails has been completed and it certainly kept our roundhouse forces and others concerned on the jump, making joint inspections and arrangements for forwarding east.

We experienced the worst snow storms in the history of Chicago during January, business on all lines being practically suspended for days. The snow was six feet deep in places, due to heavy drifting, but after digging our trenches we went "over the top" in grand style.

Along with his other numerous duties, agent M. Altherr has been appointed fuel administrator for this district. His efforts in this line have met with success and the coal men in this vicinity are very well pleased with the results.

Trainmaster Huggins has received a letter from district chairman Wallace, of the Y. M. C. A., expressing his appreciation of the spirit of cooperation manifested by the Baltimore and Ohio employes at South Chicago in the recent "Y" drive for the boys at the front.

E. P. Protrowski and Frank Carlson have been appointed gang foreman and piecework inspector respectively in the Car Department.

William Gintert, coal clerk, was called to Toledo a short time ago to see his father, eighty years old, who had the misfortune to fall and break his shoulder. On account of advanced age complete recovery is doubtful.

J. C. Manion, popular telegraph operator at Wolf Lake, has been transferred to our office to assist in relieving the congestion.

Miss Ann Skilling, car clerk, spent the holidays with the home folks in Garrett, Ind. We welcomed her return as the coming of sunshine after a cloudy day.

Chief clerk John Hufton spent the first of the month in Garrett directing the routing of cars from that point to western connections.

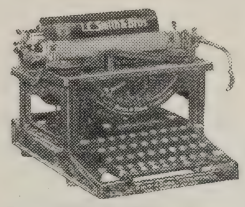
Oscar Anderson, who left us for another line of industry, we are glad to note, has returned as chief clerk to general foreman Shay.

Storekeeper R. Kazmarek had the misfortune to have his left eye injured by a splinter of wood while working to get stock cars in shape to shield stock from the recent storm. While very painful, the eye is improving and the sight will not be impaired.

Westbound clerk John Kendrick spent the holidays with a friend at the barracks in Columbus, Ohio. John's deepest sorrow comes from the fact that he is ineligible to join the army.

Chief yard clerk William Rosenthal, who was so unfortunate as to break his leg, is doing nicely at Mercy Hospital. A very interesting letter from the office force was sent to him, each clerk writing a few lines to express sympathy and to add a word of cheer and hope that he will soon be "back on the job."

On January 4 a little athlete, weighing fourteen pounds, arrived at trainmaster Huggins' home in Windsor Park.



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We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted.

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Chicago Terminal

Correspondent, W. E. Buckmaster, *Chief Electrician*, Lincoln Street, Chicago

Divisional Safety Committee

J. L. Nichols.....Chairman, Superintendent
J. W. Dacy.....Trainmaster
C. P. Palmer.....Division Engineer
R. L. Faithorn.....Assistant Engineer
Alex. Craw.....Division Claim Agent
J. A. Quinn.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Supervisor, Chicago Division
William Hogan.....Supervisor, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Road Foreman of Engines
Charles Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
E. J. Doyle.....Assistant Agent, Forest Hill
Edward Mattingly.....General Car Foreman

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D. M. Julian.....Car Foreman, Chicago
Ray Elder.....Car Foreman, East Chicago
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L. R. Shearer.....Engine Foreman, East Chicago
J. E. Cartan.....Engine Foreman, Robey Street
Wm. H. Curry.....Locomotive Engineer, East Chicago
P. S. Pearson.....Locomotive Engineer, Blue Island
John Latshaw.....Locomotive Engineer, Robey Street
O. Norwood.....Machinist, Robey Street
W. H. Smallman.....Machinist, East Chicago
J. McBride.....Boilermaker, East Chicago
Robert Dove.....Boilermaker, Robey Street

The following extract from a Galveston paper of the latter part of December indicates that a fine Christmas present fell to the lot of R. R. Notter, formerly roundhouse clerk at Lincoln Street.

"First Sergeant R. R. Notter of the division headquarters troop has been commissioned a second lieutenant of cavalry, United States National Guard, and assigned to the troop as junior lieutenant.

"On November 1, exactly forty-nine days before he was commissioned, Lieutenant Notter was a private, first class, in the quartermaster corps.

"He enlisted in the National Guard of Illinois on August 4, 1917, and was made a first class private. He was assigned to duty with the camp depot quartermaster at Camp Logan, and was one of the first men to arrive at the new camp. He was transferred to division headquarters troop on November 1, made sergeant and first sergeant on the same day and was recommended for a commission shortly afterward. His commission dates from December 19.

"Lieutenant Notter served with the Fourteenth United States Cavalry, Troop I, from June 6, 1908, to June 23, 1911. He was honorably discharged as a sergeant. He served again with the colors in Company D, Signal Corps, from October 11, 1911, to June 21, 1914."

The bowling schedule for January 17 was postponed because of the pressure of work occasioned by the recent double-header blizzard. The postponed games to be rolled soon.

Standing of teams in Bowling League at end of the second quarter:

Team	Won	Lost	Per Cent.
Engineers	31	11	.738
B. O. Locals	27	15	.642
Lincoln Street	25	17	.595
Transportation	25	17	.595
Accounting	17	25	.404
Maintenance of Way	16	26	.380
Car Accountants	14	28	.353
Valuation	13	29	.309

Piecework inspector J. Clyman, of Lincoln Street repair track, spent Christmas at a family reunion in Syracuse, N. Y.

Joint car inspector E. J. McCann, of Homan Avenue, with his wife and children, spent Christmas with the home folks at Delphos, Ohio, and Fort Wayne, Ind.

The sympathy of his friends is extended to Charles Shuster, machinist at Lincoln Street, whose wife recently died.



PILE OF SNOW REMOVED FROM TURNTABLE, EAST CHICAGO ROUNDHOUSE, AFTER RECENT BLIZZARD



SNOW SHOVELLED FROM AROUND TRAIN AT EAST CHICAGO

W. T. Kennedy, M. C. B. clerk, has received notice to report to the 416th Regiment of Railroad Telegraph of the S. C. N. A. at Eighth Regiment Armory, Chicago.

Old man Stork recently paid a visit to the home of Mr. and Mrs. Edward Corcoran and left a bouncing boy. Mrs. Corcoran was formerly Miss Anna Quinn, chief operator of the telephone switchboard. Mother and son are doing fine.

C. J. Quinby, assistant road foreman of engines, was confined to his home for several weeks because of illness.

We are just recovering from one of the worst experiences in the blizzard line that Chicago has ever felt. It was what might be termed a double-header. On Sunday, January 6, snow fell all day and throughout the night. The official depth was given as 14.3 inches. It was accompanied by a high wind and zero temperature. Drifts formed six to eight feet high and train movements were seriously interfered with. On the following Friday, January 11, before the first storm had cleared another blizzard broke loose, which completely tied up all the railroads. While there was not quite as much snow, the wind was higher, and the temperature dropped to fourteen degrees below zero. Train No. 6 was the last one to leave Chicago and train No. 7 was the last to arrive. This train was four and one-half hours making Grand Central Depot from South Chicago. First and second sections of No. 16 left on Friday night and reached Sixty-ninth Street, where they were snowed in until Saturday afternoon, when they returned to the depot about 3 p. m. There were fifty-one locomotives at Lincoln Street roundhouse during this time and not one was frozen. When the fact is considered that more than half of these were outside and had to be kept coaled and fired, one can readily see the loyalty of the organization at Lincoln Street. And a like disposition was shown by all branches of the Baltimore and Ohio Chicago Terminal Railroad employes. Machinists, laborers, trackmen, switchmen, car repairers, clerks and all crafts united in doing whatever was to be done. There were over 150 cars on steam in the coach yard, and several were held at the depot. Saturday the coal began to run short. Orders were given to cut off all light and power except that which was absolutely necessary. On Sunday the situation began to ease with the receipt of a few cars of coal and the operation of one or two trains by the Chicago Great Western Railroad and Soo Line.

It was not until Monday night that some of the men were able to go home. The officials have expressed great appreciation of the faithfulness of the men for the way they stuck night and day during this trying period. We are hoping that nature will reward us by sending an early spring.

Ohio Division

Correspondent, W. L. Allison, *Operator*
C. D. Office, Chillicothe, Ohio

Divisional Safety Committee

A. A. Iams.....Chairman, Superintendent
C. H. R. Howe.....Division Engineer
R. C. Wescott.....Trainmaster
H. E. Greenwood.....Master Mechanic
William Graf.....Road Foreman of Engines
P. Clark.....Supervisor
Dr. J. G. Selby.....Medical Examiner
L. B. Manss.....Captain of Police
George Litter.....Engineer
D. H. Butts.....Conductor
C. J. Plumly.....Agent, Wilmington
Frank Lee.....Tool Room Man
H. Devore.....Fireman
D. L. Peters.....Brakeman
M. Welsh.....Blacksmith
J. E. Chaney.....Switchman

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

G. S. Cameron....Chairman, Superintendent, Seymour, Ind.
J. B. Purkhiser....Trainmaster, Seymour, Ind.
H. S. Smith....Trainmaster, Seymour, Ind.
C E. Herth....Division Engineer, Seymour, Ind.
J. E. Quigley....Master Mechanic, Cincinnati, O.
S. A. Rogers....Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy....Division Operator, Seymour, Ind.
P. T. Horan....General Foreman, Seymour, Ind.
E. Massman....Agent, Seymour, Ind.
J. E. Sands....Agent, Louisville, Ky.
J. E. O'Dom....Claim Agent, Cincinnati, O.

Rotating Members

J. R. Trent....Fireman, Seymour, Ind.
A. Sweazy....Conductor, Seymour, Ind.
H. Schroeder....Engineer, Seymour, Ind.
M. L. Ellis....Track Foreman, Deputy, Ind.

Additional supervision has been provided on this division to facilitate the handling of the business now being offered. The appointments became effective January 20. These men were selected from among the ranks:

Emmert Myers was appointed assistant trainmaster, Washington Sub-Division, with headquarters at Mitchell, Indiana. Mr. Myers has been in service since October 21, 1905, and served in the capacity of conductor since October 23, 1910.

C. B. Lewis was appointed assistant trainmaster, Washington Sub-Division, with headquarters at Mitchell, Indiana. Mr. Lewis entered service as fireman May 12, 1904. He has served as freight engineer since January 11, 1910.

C. Ormsby was appointed assistant trainmaster, Cincinnati-Louisville Sub-Division, with headquarters at North Vernon, Indiana. Mr. Ormsby was employed as freight fireman, March 13, 1906. He was promoted to freight engineer October 5, 1910.

O. D. Seelinger was appointed assistant road foreman of engines, Indiana Division, with headquarters at Seymour, Indiana. Mr. Seelinger was employed as freight fireman July 15, 1896, promoted to freight engineer July 19, 1900, and passenger engineer December 20, 1911.

C. E. Holland, who has been in service in the Telegraph Department since June 21, 1910, has been transferred to day clerk in chief dispatcher's office, and J. E. McKay, who has been in service in the Telegraph Department since November 23, 1912, has been appointed to night clerk in chief dispatcher's office.

An open Safety First meeting was held at 8.00 p. m., Monday, January 28, in the Strand Theatre, Seymour, Ind. The following motion pictures were shown: "New Coal Pier in Operation at Curtis Bay," "Championship Baseball game played by Baltimore and Ohio teams competing for the Thompson and Davis Cups," "Fire Fighting at Locust Point," "The Rule of Reason."

In addition to the motion pictures the following program, arranged by division accountant Martin, was presented:



MISS MARY FLOYD, FLAGWOMAN AT EAST STREET CROSSING, NEW ALBANY

Tenor solo, selected, Leonard D. Bartlett; violin solo, selected, Miss Mary Teckemeyer; tenor solo, "A Wonderful Thing," N. R. Martin; soprano solos, (*a*) "You're in Love," (*b*) "One Sweet Day," Miss Marie McMorrow; song, "Star Spangled Banner," audience. Piano accompanist, Mrs. Russel G. Sanders.

The entertainment was arranged for the employes of the Baltimore and Ohio Railroad and their families and friends.

Cincinnati Terminal

Correspondent, T. W. Calvin, *Transportation Department*

Divisional Safety Committee

E. T. Horn....Chairman, Supervisor of Transportation
J. H. Meyers....Trainmaster
J. M. Mendell....Road Foreman of Engines
L. A. Cordie....Assistant Terminal Agent
Dr. G. R. Gaver....Medical Examiner
J. M. Burke....Car Foreman
H. P. Hogan....General Foreman
G. A. Bowers....General Foreman
T. Mahoney....Supervisor

Rotating Members

E. R. Hottel....Machinist
H. W. Kirbert....Engineer
C. R. Doolittle....Yardmaster
G. Hurdle....Inbound Foreman
R. H. Searls....Claim Clerk

The repair track force enjoyed the fine cigars which were passed around by Oliver H. Royce in celebration of his wedding.

"Fred" Ulrich has been promoted to the position of traveling yard clerk.

Henry Arleth is now outbound clerk at Storrs.

E. C. Stadleman, yard clerk at Hopple Street, became "domesticated" on January 17 when he was united in marriage to Miss Emma Jabbasch. The happy pair are receiving the congratulations of their friends.

J. E. Brown, yardmaster, had a severe tussle with pneumonia. He is out again, but shows the effects of losing about fifty pounds.

The sympathy of employes is extended to family of car repairman G. C. Ernst, who passed away December 30 after an illness of three months.

Even the old timers do not recall ever having seen snow storms like those that have occurred this winter. The snow was piled so deep on the shed at Smith Street freight house that 750 feet of it collapsed.

Joseph Beel, car distributer, has been transferred to Fifth and Baymiller, where he will have charge of Toledo and Indiana sides.

T. A. Gibbons has been appointed yardmaster at Park Street, vice F. W. Carner, transferred.

The office of the supervisor of terminals has been moved from Eighth Street to Fifth and Baymiller. Employes transferred to the new office surely will miss the music of the frogs along the Mill Creek.

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*, Flora, Ill.

Divisional Safety Committee

C. G. STEVENS.....Chairman, Superintendent
OMER T. GOFF.....Secretary, Secretary to Superintendent
K. S. PRITCHETT.....Trainmaster
J. W. ODUM.....Trainmaster
D. HUBBARD.....Division Engineer
W. F. HARRIS.....Master Mechanic
C. H. CREAGER.....Road Foreman of Engines
M. A. MCCARTHY.....Division Operator
H. E. ORR.....Master Carpenter
C. S. WHITMORE.....Signal Supervisor
M. F. WYATT.....Supervisor
G. H. SINGER.....Agent, East St. Louis
C. S. MITCHELL.....Agent, Flora

ROTATING MEMBERS

H. W. CREAGER.....Engineer
L. R. PEEPLES.....Fireman
R. R. PARISH.....Conductor
N. MCDONALD.....Brakeman
J. E. HOWARD.....Machinist
JOHN ROCHE.....Boilermaker
A. W. HENNINGS.....Car Inspector
J. J. SHANNON.....Track Foreman

F. A. Conley, chief clerk to superintendent, spent New Year visting relatives and friends in Chillicothe, Ohio, and from what he has to say about the trip he must have had "some" time.

Effective December 19 C. G. Stewart was appointed assistant division engineer, succeeding C. E. S. Rozelle, who resigned to go back east. Mr. Stewart was formerly an engineer in the office of the district engineer maintenance of way at Cincinnati, and those who are personally acquainted with him feel that a better man for the position as assistant division engineer could not be found.

On the nights of January 11 and 12 this division was in the grip of the worst blizzard that we have had around here for years. Within twenty-four hours the temperature had dropped almost fifty degrees. Snow was drifted on the tracks in some places three to eight feet deep and one-half mile long. With the temperature about fifteen to twenty degrees below zero it was almost impossible to get anything done. Some trains, however, succeeded in getting over the road on the twelfth, and there was a little improvement the following day, but there were still several drifts that were very hard to get through. All passenger trains had to be double-headed, which almost stopped the



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☐ Air Brake Inspector
☐ Air Brake Repairman
☐ Round House Foreman
☐ Trainmen and Carmen
☐ Railway Conductor
☐ MECHANICAL ENGINEER
☐ Mechanical Draftsman
☐ Machine Shop Practice
☐ Boiler Maker or Designer
☐ Stationary Engineer
☐ Gas Engine Operating
☐ CIVIL ENGINEER
☐ Surveying and Mapping
☐ R. R. Constructing
☐ Bridge Engineer
☐ ARCHITECT
☐ Architectural Draftsman
☐ Contractor and Builder
☐ Structural Engineer
☐ Concrete Builder
☐ TRAFFIC MANAGER
☐ BOOKKEEPER
☐ R. R. Agency Accounting
☐ R. R. Gen'l Office Acc'ting
☐ Higher Accounting
☐ Stenographer and Typist
☐ Mathematics
☐ SALESMANSHIP
☐ ADVERTISING
☐ Railway Mail Clerk
☐ CIVIL SERVICE
☐ ELECTRICAL ENGINEER
☐ Electrician
☐ Electric Wiring
☐ Electric Lighting
☐ Electric Railways
☐ Telegraph Engineer
☐ Telephone Work
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☐ Metallurgist or Prospector
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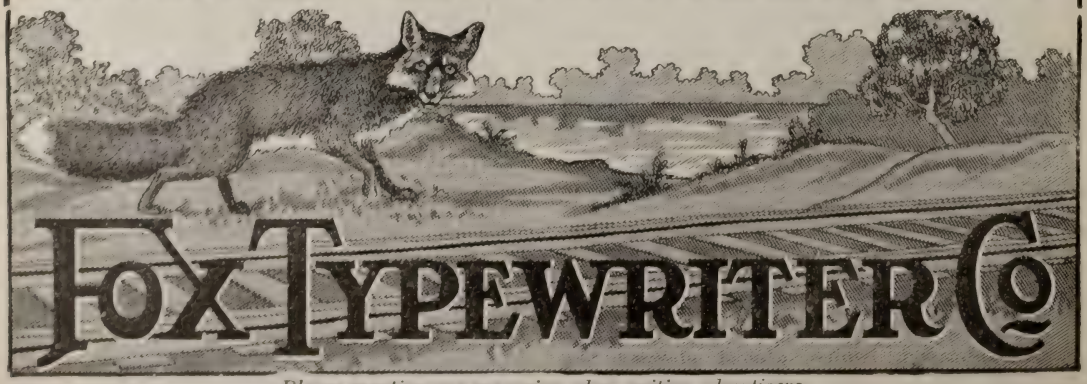
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handling of freight trains. By Sunday evening, the thirteenth, things had cleared up enough so that the running of trains became a little more regular.

On December 29 C. D. Russell was appointed assistant to chief dispatcher and R. P. Booth appointed assistant to night chief dispatcher. Mr. Russell was formerly extra dispatcher and Mr. Booth was an operator in the dispatcher's office. We all wish "Cressy" and "Boots" success in their new jobs.

J. M. Skube, file clerk in superintendent's office, spent Christmas with his family in Springfield and reports having the happiest Christmas of his life.

T. J. McCarthy, stenographer in superintendent's office, spent Christmas with the home folks at Pana. He is not in the habit of running around telling what kind of a time he had, but we all decided the day after Christmas that he did not sleep all the time he was away.

Let us all get together and see if we cannot have the Illinois Division well represented each month. When you hear of something new send it in to the correspondent and see if we cannot have a good writeup each month. It is very hard for one man to gather up enough to make a good showing, but if we all get together it is a much easier matter. If you get hold of any good pictures send them to the correspondent and have them put in the MAGAZINE. If everyone will take an interest in the MAGAZINE it will be surprising to see how well we will be represented.

Engineers in charge of assistant engineer maintenance of way R. W. Gabriel were out at Flora for several days making plans for work to be done on the reservoir here. They returned to Cincinnati just in time to get away from the blizzard.

Conductor "Shorty" Hendricks was off sick several days the first part of January. It was reported that he had pneumonia, but he went back to work January 20. We were very glad to see him back on the job.

On January 15 Miss Mabel Shriner, pass clerk in the superintendent's office at Flora, resigned. She has been succeeded by Harold Skuz.

Several of our former railroad boys from Camp Taylor, Louisville, Ky., were home for a few days around Christmas and New Year and all report that they are well satisfied with army life.

Martha Leota Woods, daughter of time clerk W. A. Woods, was born on November 13. "Shorty's" smile would not wear off so he is trying to hide it with a mustache. Although the mustache has gained considerable headway it has so far failed to hide the smile.

Motive power timekeeper W. S. Allen is running around the office wearing a smile that won't rub off. It seems that someone overheard the following remark from him, "Betty Ruth was born at Washington, Indiana, January 11. She is the best looking girl on the Baltimore and Ohio System." We would not be surprised to see her down at the office helping keep the time of the Motive Power Department some of these days.

On Saturday morning, January 12, Miss Hazel Conner, clerk in the division accountant's office at Flora, came to the office looking rather queer, as her nose was a little too white to look natural. An investigation, conducted by the other clerks in that office under the leadership of Warren Smith, proved that her nose was slightly frost-bitten. After being white for a short while it went to the other extreme and turned dark, but in a few days regained its natural color.

It is reported that Edward Marshall, stores clerk in the division accountant's office, has received a commission as a chaplain in the army, but we are unable to say whether or not this is true, as we have not been officially notified.

We were all pleased to see John Maher here recently. "Jack" was formerly assistant division engineer of the Illinois Division and about a year ago went to Cincinnati as assistant district engineer maintenance of way of the Northwest District. Last summer he received a commission as captain in the Engineers' Corps of the United State Army. He has been in the officers' training camp at Fort Leavenworth, Kansas, for several months and it was a great pleasure to hear him tell of his experience. He looks fine in a captain's uniform and says that he feels a great deal better than he did before joining the army. He is very popular with the boys here and everybody wishes him the best of success.

On January 15 Maurice Workman was appointed messenger in the superintendent's office at Flora. "Dimmy" is now learning the ups and downs of railroad life.

"Bomber" McGinnis gave two talks at Flora, December 31, on life in the trenches. Sergeant McGinnis fought with the Canadian army in France from the time the Canadians landed until a few months ago, when he was wounded and honorably discharged from the army. His talks were very interesting and much enjoyed by everyone who heard them.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

ROSS B. MANN.....Chairman, Superintendent
E. J. CORRELL.....Vice-Chairman, Assistant Superintendent
R. W. BROWN.....Trainmaster
F. J. PARRISH.....Division Engineer
I. E. CLAYTON.....Division Operator
MORTON DIBBLING.....Machinist
FRED IREY.....Road Engineer
F. MCKILLIPS.....Yard Conductor
MILDRED MCCARTHY..Secretary, Secretary to Superintendent
DR. F. H. HUTCHINSON.....Medical Examiner, Relief Department, Lima, O.
DR. R. C. POTTER....Medical Examiner, Relief Department, East Dayton, O.



DOROTHY E. BROWN

The accompanying photograph is of Miss Dorothy E. Brown, daughter of our operator at Hamilton, Edward Brown. She is six years of age.

With the close of navigation at Toledo, December 15, records indicated 2,900,000 tons of coal loaded into vessels; also 950,000 tons of iron ore handled from boats. The tonnage coal and iron ore handled in 1917 was the largest in the history of the Baltimore and Ohio at Toledo. Indications point to a very heavy movement of iron ore from dock during winter months, on December 15 there being 325,000 tons stored on dock for future shipments.

In a three game bowling match, held December 4, the force representing the assistant agent's office at Toledo defeated the force representing the agent's office at the same point by a total of 146 pins. The winners rolled 2917 and the losers 2771.

In the death of Dennis O'Brien, the Toledo Division loses one of its oldest and most faithful employes. Born in Glanmire, County Cork, Ireland, on August 15,1843, he immigrated to this country and settled at Dubuque, Iowa, in 1861. He came east to Lima, Ohio, and entered the service of the old D. & M. Railroad, which later became the Cincinnati, Hamilton and Dayton, on March 18, 1863. He worked as a wood train employe. In 1873 he was made section foreman of the Toledo yards and main track to Perrysburg. In 1882 he had charge of the building of Lima yards. In 1880 he laid the first tracks on piling on what is now the East Side docks and later built the Harris yard at Toledo. In the last forty-four years, up to the time of his retirement on a well-merited pension, he never lost a day's pay. He died on November 18, 1917, aged seventy-four years, surrounded by his eight sons and daughters, who survive to revere his memory.

Mrs. J. L. Orbison, wife of the late superintendent of telegraph and parlor car service, Toledo Division, died at Chicago, December 27. The body was brought to Carthage for burial, December 29. Mrs. Orbison was a resident of Carthage all her life. Her father, Henry Van Kirke, was one of the first settlers of White's Station (now Carthage) and was associated with Israel Ludlow, one of the first settlers of Cincinnati. Mr. and Mrs. Orbison were married thirty-four years ago.

Mrs. Orbison left Carthage December 19 to visit her son, George V. Ferris, who was run down by an automobile. He died the day of his mother's funeral. His widow, Mrs. Grace Pittinger Ferris, was formerly a telephone operator employed by the C. H. & D. and it was while Mr. Ferris was working as a clerk in the office of his stepfather, J. L. Orbison, that the couple were married.

Howard L. Caton, employed as maintenance of way accountant, Toledo Division, resigned January 1 to accept employment with the Mead Pulp and Paper Company at Dayton. Mr. Caton was in the employ of the Company for twenty years.

Philip J. Farley, assistant accountant maintenance of way, resigned from the service of the Company, effective January 15, to accept employment with the Mead Pulp and Paper Company.

H. Griffith, chief electrician at Toledo Ore Docks, has returned to work after spending his vacation in Buffalo, N. Y., and eastern cities.

A. R. Zink, chief engineer at coal dock, is going to New Orleans on his vacation. Figuring on a big feed of oysters. "Al" likes his oysters.

H. F. Hunter, ore dock checker, has returned from Lancaster, Ohio, after visiting relatives for a week.

C. A. Arnold, dock master, spent his vacation at Bryan, Ohio, hunting rabbits. Promised the boys on the dock that he would send them a carload before he returned. "Hush, Baby."

J. Doyle, of Baltimore and Ohio ore docks at Toledo, is going to Northern Canada on his vacation. He expects to travel from Kingston to Ottawa, Ont., on snow shoes.

F. J. Sharpe, night chief clerk in assistant agent's office, Toledo, spent Christmas in his home town, New York City.

C. H. Bushm, cashier at Toledo office, is the proud father of a baby daughter, born December 26. Mother and baby are doing fine.

F. Langers, accountant at Toledo station, who has been ill for the past few weeks, is on the road to recovery.

Miss Ethel Long, abstract clerk at Toledo station, took a few days off to go to Montgomery, Ala., to see her brother, who is stationed at Camp Sheridan.

Two of our fellow workers at Toledo station, Miss Ruth Grand and Miss Lytana Tippy, have entered happier life than railroading. Their weddings took place in January. They have the best wishes of employes of the Toledo freight office.

H. N. Shoenberger, agent Toledo station, spent Christmas with his mother at Wellson.

J. H. Penny, chief accountant at Toledo station, spent Christmas with his wife and daughter at Covington, Ky.

Miss Francis Barr, clerk in division accountant's office, seems to like the atmosphere at Wilbur Wright field, being a regular Sunday diner at that point.

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Supervisor M. & W. Department
D. W. BLANKENSHIP.....Section Foreman
S. H. JOHNSON.....Engineer
E. E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

Beating the Biscuit Shooter

A TIMID looking little man took a seat at the counter of a railroad eating-house and ordered ham and eggs. He look bewildered when the waiter turned his face toward the kitchen and yelled vociferously:

"A mogul with two headlights."

A second later the little man said:

"Beg pardon, sir, I'd like to have those eggs turned over."

"Blanket the headlights," yelled the waiter.

An engineer next took his seat at the counter.

"Wheat cakes and coffee for mine," he said.

"Running orders," yelped the waiter briskly and turned to confront the next one.

"A beefsteak, well done," said the last arrival.

"A hot-box, and have it smoking," was the information given to the cook.

"Some scrambled eggs, please," piped an old lady.

The waiter turned around and yelled,

"Wreck 'em on the main line."

A boomer brakeman noisily set down his lamp and mounted one of the stools.

"Let's see yer switch list," he commanded.

"Give me a couple of battle-ships and a pan of Murphys on the main line and a string of flats on the siding," he ordered.

It was the waiter's turn to look mystified.

"Cut the cow-car off the Java train," continued the boomer, "and switch me a couple of life preservers for a consolidation, and as it's a long drag to the next feed-tank, you better fill the auxiliary to its full capacity."

"Say," interrupted the biscuit-shooter, "I've only been here a week; you left me behind at the first stop."

"Excuse me," apologized the boomer, "I thought you were an old hand. Gimme a couple of pork-chops and some fried potatoes and a side order of wheat cakes. Then, for the second course, you can bring me a cup of black coffee and some doughnuts. Fill up the lunch-bucket, too, as it's a long drag to the next hash factory. Put the coffee in the bottom and fill the upper deck with sandwiches and pie."

"I got you, Steve," replied the waiter.

—From the Railroad Man's Magazine.

Hard Earned Wages

AN artist who was employed to renovate and retouch the great oil paintings in an old church in Belgium, rendered a bill of $67.30 for his services. The church wardens, however, required an itemized bill, and the following was duly presented, audited and paid:—

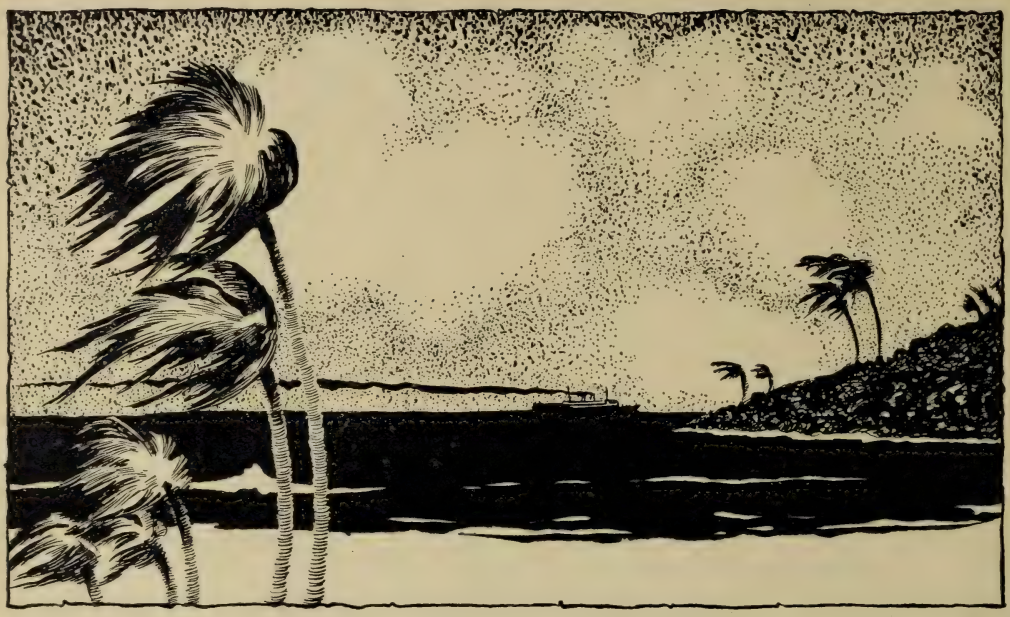
For correcting the Ten Commandments	$5.12
For renewing Heaven and adjusting stars	7.14
For touching up Purgatory and restoring lost souls	3.06
For brightening up the flames of Hell, putting new tail on the devil and doing odd jobs for the damned	7.17
For putting new stone in David's sling, enlarging head of Goliath	6.13
For mending shirt of prodigal son and cleansing his ear	3.39
For embellishing Pontius Pilate and putting new ribbon on his bonnet	3.02
For putting new tail and comb on St. Peter's rooster	2.20
For replumbing and regilding left wing of Guardian Angel	5.18
For washing the servant of high priest and putting carmine on his cheek	5.02
For taking the spots off the son of Tobias	10.30
For putting earrings in Sarah's ears	5.26
For decorating Noah's Ark and new head on Shem	4.31
Total	$67.30

—Exchange.

Baltimore & Ohio Employes Magazine



March 1918



Building Bit by Bit

¶ "Many a mickle makes a muckle," says the thrifty Scot. Reducing this to present day thought we say, "by building bit by bit we get much."

¶ The coral animals, starting deep down on a permanent foundation, build a structure which stands for all time.

¶ The saving instinct of the railway employe and his determination to save and build bit by bit enables him to secure a home for himself and his family.

¶ Let us tell you how you can get the home and build up its cost bit by bit, month by month, until it is fully paid for and becomes your own property.

Write to "Division S," Baltimore and Ohio Relief Department, Baltimore, Md., and learn how you can invest your money in a home that will be fully paid for in a few years

The Department has properties at the following points along the line of road which may be purchased on the monthly rental plan

Baltimore, Md.
Connellsville, Pa.
Flora, Ill.
Garrett, Ind.
Grafton, W. Va.
McMechen, W. Va.
Midland City, Ohio.
Parkersburg, W. Va.
St. Joe, Ind.
Weston, W. Va.
Zanesville, Ohio.

DU PONT AMERICAN INDUSTRIES



Get Ready for "Old-Timers' Shoots"

Trapshooting has its "old-timers"—veterans of the game for fifteen or more years. By attending shoots, serving as officials, increasing the membership, instructing new members, promoting club events and otherwise serving the club, they've been the "old reliables" whose loyalty rightly deserves recognition by fellow-members and sportsmen everywhere.

Show these "old-timers" you are appreciative of their work to make trapshooting the "sport alluring."

At the Gun Clubs

members and officials will give you a royal welcome. You can take part in "Old-Timers' Shoots" and be eligible for the trophies provided for the participants in this national event in honor of trapshooting's worthy veterans.

Club officials should make arrangements now to conduct an "Old-Timers' Shoot" in May or June. Write to Sporting Powder Division for complete information. Use the coupon.

E. I. du Pont de Nemours & Co.

POWDER MAKERS SINCE 1802

Wilmington, Delaware

NOTE—When in Atlantic City, visit the Du Pont Products Store, Boardwalk and Penn. Avenue, and Trapshooting School on Ocean End of Young's Million Dollar Pier.

The Du Pont American Industries are:

E. I. du Pont de Nemours & Co., Wilmington, Del., Explosives.
Du Pont Chemical Works, New York, Pyroxylin and Coal Tar Chemicals.
Du Pont Fabrikoid Co., Wilmington, Del., Leather Substitutes.
The Arlington Works, 725 Broadway, New York, Ivory Py-ra-lin and Cleanable Collars.
Harrison Works, Philadelphia, Pa., Paints, Pigments, Acids and Chemicals.
Du Pont Dye Works, Wilmington, Del., Dyes and Dye Bases.



Trophies for "Old-Timers' Shoots"

MAIL THIS COUPON

Marking X Before Subject of Interest and Send Address to Adv. Div., Du Pont Co., Wilmington, Delaware

- ☐ "Old-Timers' Shoot"
- ☐ Sporting Powders
- ☐ Trapshooting
- ☐ Explosives
- ☐ Blasting Supplies
- ☐ Harrison Paints
- ☐ Auto Finishes
- ☐ Vitrolac Varnish
- ☐ Bridgeport Wood Finish
- ☐ FABRIKOID
- ☐ PY-RA-LIN
- ☐ Com'l Acids
- ☐ Metal Preservatives
- ☐ Dyes and Bases

(Baltimore & Ohio Employes Magazine)

DU PONT

Please mention our magazine when writing advertisers

THE FOOD SITUATION

(No. 1 OF A SERIES)

HALF the world depends on the United States for its food. Millions of men in England, Scotland, Ireland, in France, Italy and Belgium, have been taken from peaceful pursuits for making war and munitions. They are gone from the farms. Even before the war these countries raised less than they ate.

Their need is now greater than ever, their production is less than its want; they are cut off from half the world by the shortage of shipping.

Therefore our associates in this war depend on North America for food as they have never depended before, and they ask us for it with a right which they have never had before. For today they are our companions in a great war against a common enemy. For the present it is they who are doing the fighting, the suffering, the dying—in our war.

One million of the best young men in the United States will soon be fighting side by side with the millions of brave soldiers of France, Great Britain, Belgium and Italy.

Millions of the men, women and children of the United States can not go abroad and fight the enemy face to face. But they can fight by helping the fighters fight.

THE UNITED STATES FOOD ADMINISTRATION asks you to get behind our soldiers, sailors and associates by sending them now the most food possible in the least shipping space. Every man, woman and child in America can help by eating less wheat, beef, pork, fats and sugar, more of other plentiful foods which can not be shipped, and by avoiding waste.

EAT PLENTY, WISELY, WITHOUT WASTE,
AND HELP WIN THE WAR

REPRINT FROM MATERIAL FURNISHED BY THE
UNITED STATES FOOD ADMINISTRATION

"Incompetence is due almost entirely to lack of information—not lack of ability"—Paul Cherrinton

Special Opportunity

To increase your personal and business efficiency and broaden your knowledge of business administration, at small cost, by securing this standard combination. A forty-seven ($47.00) dollar value for twelve ($12.00) dollars.

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What You Pay

ALL DELIVERY AND MAILING COSTS PREPAID

Total Cost

$12

One Year to Pay

¶ The purpose of this advertisement is to reach the thousands of men in the various offices and shops where it is impossible to secure time for personal interviews.

¶ Hundreds of railroad men have secured this wonderful combination.

¶ Eighty-six Baltimore and Ohio men at Camden Station, Baltimore, have it.

¶ This is the only advertisement that will appear. Limited offer. Act at once.

NOTICE—If you are now a subscriber to Judge or Leslie's your subscription will be extended. This information will be secured when course is delivered.

CUT HERE

R. S. HILL, Registrar, Leslie-Judge Co., 54 Franklin Building, Baltimore, Md.:

I wish to register for the National Efficiency Course offer, total cost $12.00, payable $1.00 on delivery of Course and Six Volumes of Commercial Law, balance to be paid at the rate of $1.00 per month. It is understood that I am to receive Leslie's and Judge Weeklies for one year each, postpaid.

Name_____ Occup'n_____ Dep't_____ Location_____

Residence Address_____ City_____



The Only Girl Who Commanded a Nation's Armies

A simple little girl of sixteen played one day in a little lost village. The next year, in supreme command of all the troops of France, she led them in triumph to victory.

Great dukes bowed before this girl, who could not read. Sinful men, men who had cursed and drunk and murdered all their days, followed her meekly.

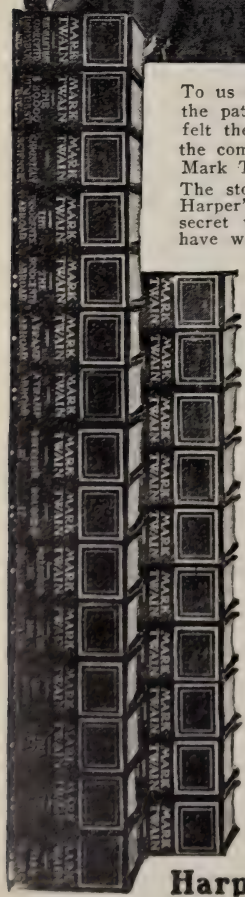
It is the most dramatic, the most amazing story in the whole story of human life. In the dim, far-off past, Joan of Arc went her shining way in France—and her story was never told as it should have been till it was told by an American—

MARK TWAIN

To us whose chuckles had turned to tears over the pathos of "Huckleberry Finn"—to us who felt the cutting edge of "Innocents Abroad"—the coming of "Joan of Arc" from the pen of Mark Twain was no surprise.

The story began as an anonymous romance in Harper's Magazine, but within a few months the secret was out. Who but Mark Twain could have written it? Who could have written this book that has almost the simplicity, the loftiness of the Bible—but with a whimsical touch which makes it human? Mark Twain's Joan of Arc is no cold statue in a church—no bronze on a pedestal, but a warm, human, loving girl.

Read "Joan of Arc" if you would read the most sublime thing that has come from the pen of any American. Read "Joan of Arc" if you would know Mark Twain in all his greatness. **It is accurate history told in warm story form.**



The Price Goes Up Again

The Great American

Born poor—growing up in a shabby little town on the Mississippi—a pilot—a seeker for gold—a printer—Mark Twain was molded on the frontier of America.

The vastness of the West—the fearlessness of the pioneer—the clear philosophy of the country boy were his—and they stayed with him in all simplicity to the last day of those glorious later days—when German Emperor and English King—Chinese Mandarin and plain American, all alike, wept for him.

25 VOLUMES

Novels—Stories—Humor—Essays—Travels—History

A few months ago we had to raise the price a little. That raise in price was a very small one. It does not matter much if you missed it. ¶ But now the price must go up again. ¶ The rising costs make it impossible for us to continue the sale of Mark Twain at a low price. New editions will cost very much more than this Author's National Edition.

Mail the Coupon At Once.

It brings the whole set—all charges prepaid—for your examination. Return the books at our expense if they are not what you thought them to be. Send the coupon — no money—without obligation. This edition of Mark Twain will be withdrawn. There will never again be a set offered you at so low a price. So send the coupon today—NOW.

18

Baltimore and Ohio E. M.

HARPER & BROTHERS, New York:

Send me, all charges prepaid, set of Mark Twain's Works in 25 vols., illustrated, bound in handsome green cloth, stamped in gold. If not satisfactory, I will return them at your expense. Otherwise I will send you $1.00 within 5 days, and $2.00 a month for 14 months.

Name.....

Address .....

Harper & Brothers, New York

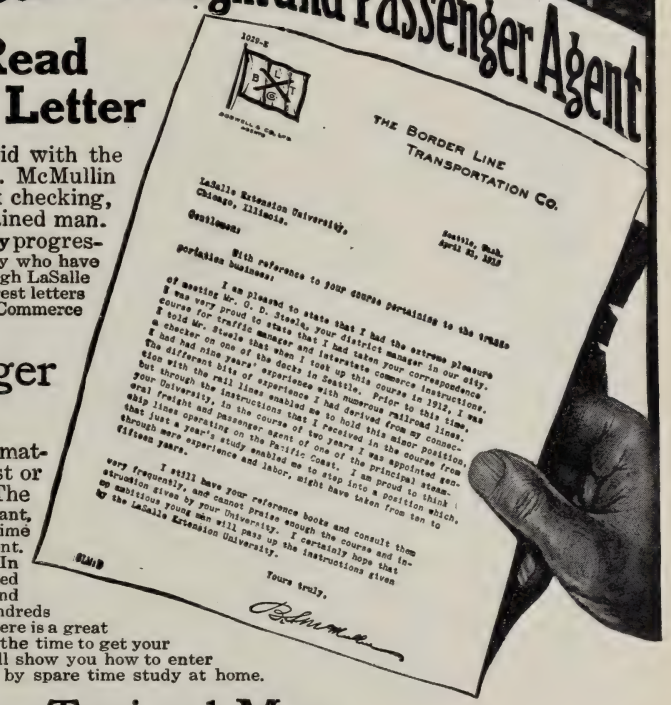
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From Dock Checker to General Freight and Passenger Agent

Read This Letter

See what this ambitious man did with the opportunity we presented him. Mr. McMullin in his unimportant routine work of dock checking, was in the position of any other untrained man. But he grasped the chance we offer **every** progressive man and **WON.** He is but one of the many who have qualified for big places in the traffic world through LaSalle Training. Ask us to send you copies of human interest letters from these men. See how training in Interstate Commerce prepares a man in a profitable profession.



1029-E

THE BORDER LINE TRANSPORTATION CO.

LaSalle Extension University,
Chicago, Illinois.

Seattle, Wash.
April 21, 1913

Gentlemen:

With reference to your course pertaining to the traffic business:

I am pleased to state that I had the extreme pleasure of meeting Mr. O. D. Steele, your district manager in our city. I was very proud to state that I had taken your correspondence course for traffic manager and interstate commerce instructions. I told Mr. Steele that when I took up this course I had derived from my connection with the rail lines enabled me to hold this position, but through the instructions that I received in the course from your University, in the course of two years I was appointed freight and passenger agent of one of the principal steamship lines operating on the Pacific Coast. I am proud to think that just a year's study enabled me to step into a position which, through mere experience and labor, might have taken from ten to fifteen years.

I still have your reference books and consult them very frequently, and cannot praise enough the course and instruction given by your University. I certainly hope that the ambitious young men will pass up the instructions given by the LaSalle Extension University.

Yours truly,

GLM:D

Be a Traffic Manager

Learn By Mail

For the efficient traffic manager—no matter where he may be—north, south, east or west—there is work at a high salary. The profession is growing greater and more important, because commerce is expanding—and at the same time demanding greater efficiency in each department. Transportation is the great problem nowadays. In America alone, is a vast field. Recently enacted railroad and interstate commerce regulations and laws have created thousands of new positions. Hundreds of these positions cannot now be filled, because there is a great scarcity of really competent traffic men. Now is the time to get your start. At least write for information which will show you how to enter this interesting and money-making occupation by spare time study at home.

Opportunity for the Trained Man

The competent traffic manager holds a position of power and earns a handsome salary, because his knowledge is so vital to the profits of his house. He knows all the laws governing shipments. He knows the factors to employ in reducing transportation costs to the lowest possible basis. He is consulted by the men "higher up." They come to him for information bearing on shipments, rates, routings, claims, adjustments, etc. They leave to his judgment the important questions involved in their interstate commerce. He is a man retained in times when the ordinary employe is liable to be discharged.

Learn from Practical Experts

Learn from practical traffic managers and traffic experts who themselves have held or are now holding important traffic positions. Our experts teach just the things that a traffic manager **must know.** And the subject matter of the course is all classified, systematized and simplified. Everything is made clear and understandable. Progress is easy and rapid and only study in leisure hours is required to master the profession—to become equipped for an advanced position.

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"Ten Years' Promotion In One,"—one of the most notable books that ever spurred an ambitious man to action now sent free. Get this book and see what a demand there is for the man who has taken the short cut of special training. Just mail coupon or postal. Also sent with book—full information concerning the course and copies of students' letters. Let us show you how we help ambitious men to attain success. Mail the coupon and receive all this free.

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Send FREE proof about opportunities now open to TRAFFIC EXPERTS with LaSalle training; also FREE copy of "Ten Years Promotion In One."

Name.....

Present Position.....

Address.....

Grow A War Garden

The Baltimore and Ohio Railroad Will Grant Employes the Use of Unused Right-of-Way for Agricultural Purposes Free of Charge

EVERY employe of this Company should make a special effort to cultivate a war garden this year. It is imperative that we raise as much food as possible. The problem has been simplified by an offer open to all employes of the Baltimore and Ohio Railroad. No matter what your occupation or where you live you have the privilege of growing vegetables on ground owned by the Company and all you have to do is to ask for it.

Many have already taken advantage of the opportunity, but there remain hundreds of acres along our right-of-way that can be made productive and thus help win the war. If you see a piece of land owned by the Company and you desire it for war garden purposes, make application for it to your immediate superior officer. He will forward the request to the proper official and the matter will receive prompt attention.

It should be remembered, however, that the use of the land will be granted for the year 1918 only, with the understanding that the land is to be used for agricultural purposes only and that the occupancy of the ground for this purpose will in no way effect the title thereto. In case of emergency or necessity, if the Company needs the ground for any purpose whatsoever, it reserves the right to take it on five days' notice and the Company will not be held accountable for loss of crops which may be damaged by the Company taking possession of same. Wherever it is possible, however, due notice and time will be given the party using the ground to remove his crops before the land is taken by the Railroad Company.

BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, MARCH, 1918 Number 11

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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.



NEW YORK BAY WAS AS WHITE AS A FIELD OF COTTON



CAPTAIN "ANDY" BOHLEN AT THE WHEEL OF THE "GEORGE M. SHRIVER"

Tugs of Baltimore and Ohio Navy Make Thrilling Rescues During Gale on New York Bay

IN THE teeth of an eighty-six mile an hour gale, which lashed the waters of New York Bay into a wild fury on February 26, two thrilling rescues were effected by the Baltimore and Ohio Navy. Four members of the crew of the tug "Saint Patrick," owned by the Shamrock Towing Line, were saved from a watery grave by marine supervisor E. A. English and the crew of the "George M. Shriver," pride of our New York fleet. Fifty-six men aboard one of the O'Brien Brothers' tugs, which was in danger of swamping, were transferred to the Company's tug "George F. Randolph" and landed safely.

The storm around New York on February 26 was one of the worst in the history of that port. The harbor on that date was a wonderfully fascinating sight. In the words of Mr. English, "for five miles across the bay it looked like a field of cotton." The heavy sea and fierce gale made it impossible to tow any boats across. Our marine supervisor counted twenty-five sunken and overturned barges, lighters, scows, etc., together with a number of boats that were damaged by collisions with other boats around the steamship piers.

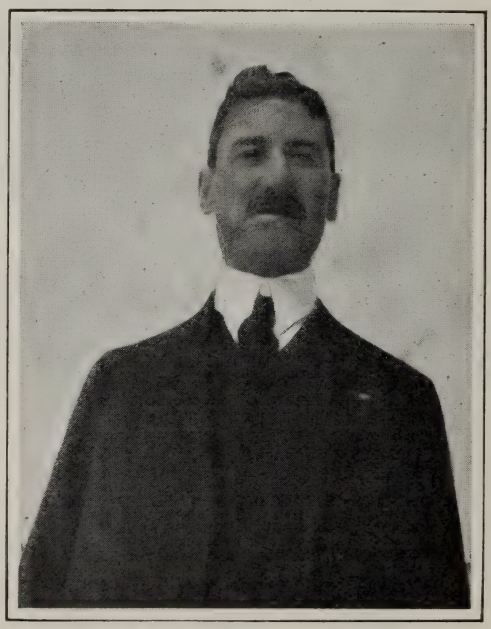
Fortunately, the damage suffered by the Baltimore and Ohio was very light. This was due to the excellent work of the men employed by our marine department. From early morning until a late hour our tugs "George M. Shriver," the "Oscar G. Murray," the "George L. Potter," the "A. C. Rose" and the "George F. Randolph" did very effective patrol work.

It was about 8 a. m. that the "Shriver," with marine supervisor English aboard, started out. Captain "Andy" Bohlen, who has a knack of doing things and doing them quickly, was at the wheel. "Jimmy" Hewitt, the chief engineer; J. Pershick, mate; M. Lolic, deck hand; P. Scrabanca, first fireman; J. Duda, second fireman, and S. Russok, floatman,

were at their respective stations. In the wake of the "Shriver" followed the "Oscar G. Murray," captain A. Liebe.

Shortly after the noon hour, while the two boats were battling their way out of Buttermilk Channel into the North River, those aboard heard four blasts of a whistle, the distress signal. The call came from the "Saint Patrick," which had foundered on a submerged wreck that was lost from a tow early the same morning. Captain Bohlen answered by four blasts from the "Shriver's" whistle, gave the signal for full speed and headed for the sinking tug.

Aboard the "Saint Patrick" were C. Simms, captain; E. Cunningham, engineer; Jeremiah Otto, deck hand; M. Christiansen, deck hand, and Thomas McCoy, fireman. Captain J. Turner, of the British steamer "Polyglass Castle," was a passenger on the "Saint Patrick," having been taken from his ship that was anchored off Guttenberg in the North River. He was to be landed near the Seamen's Institute, where he was to visit an ill friend. Captain Turner was drowned.



MARINE SUPERVISOR E. A. ENGLISH

While the "Shriver" was bearing down on the "Saint Patrick" the crew of the latter vessel was seen on the upper deck trying desperately to swing out their lifeboat. The lower deck was awash and the tug was sinking rapidly.

Captain Bohlen, realizing the seriousness of the situation, manoeuvred his tug so that her port bow was brought alongside the starboard bow of the other vessel. He shouted directions to his crew, but the wind was blowing such a gale that it was impossible for the men on the lower deck to hear them. Then marine supervisor English requested the captain to turn the wheel over to him and go on deck and handle the crew. This he did, with the result that but one life was lost.

Lines were thrown to the men on the "Saint Patrick." The two deck hands jumped from the deck of their boat and caught the bow fender of the "Shriver," and from that position they were hauled aboard. Meantime the heavy seas were breaking over the "Shriver" and with the rolling and pitching of the vessel it was all the crew could do to maintain an erect position.

McCoy, the fireman of the "Saint Patrick," was swept overboard. A line was thrown to him and he was picked up. Captain Simms was also washed from the deck of the sinking tug. He was hauled out of the water by means of a line. Cunningham, the engineer, was next swept into the sea. He tried to grasp a line that was thrown to him, but failed. Engineer "Jimmy" Hewitt caught up a coal board and threw it into the water. Cunningham took hold of it and drifted beyond the stern of the "Shriver." The tug "Murray," which was prevented by the high sea from coming in close to aid, headed for the engineer when the tug "Neponset," of the White Star Towing Line, hoved to and picked Cunningham from the water. The "Neponset" heard the distress call of the "Saint Patrick" and was on the way to the rescue, but the "Shriver" arrived first.

Captain Turner, of the British steamer, after being swept into the sea was thrown a line and while the men on our tug were hauling him aboard he was dashed against

the steel side of the "Shriver." He lost his hold on the line and disappeared. He was a very heavy man and evidently was stunned by the blow.

The rescued men were furnished dry clothing by the crew of the "Shriver" and were landed safely in New York. As far as could be learned none of them was injured in any way.

Fifty-Six Saved by the "Randolph"

The "George F. Randolph" was off Greenville when a call for aid came from a tug owned by O'Brien Brothers. Aboard the O'Brien boat were fifty-six men, who were being rushed to do some work on a sinking steamer. The captain, fearing his vessel would founder, sent the call for help.

Captain Aarhus immediately answered. Close by was a mud scow that had turned turtle in the bay. It was anchored. The captain of the "Randolph" directed the captain of the O'Brien boat to land the men on the mud scow and he would take them off. Because of the possibility of the O'Brien tug swamping it was not deemed safe for our tug to go along side.

The "Randolph" stood by in such a manner as to break the sea and wind from the other tug while it landed the men on the scow. From this captain Aarhus took them off and carried them to Pier 1, St. George. All escaped injury.

Corporal Harry W. Fanning Cited for Valor

Former Clerk in Office of Auditor of Disbursements Saves Lives of Many Companions in Trench Mortar Battery

ON March 19 word was received that Corporal Harry Weymoth Fanning, of the One Hundred and Seventeenth Trench Mortar Battery, "Baltimore's first to fight," was cited for heroic action on account of having thrown himself on a bomb on the parapet of a trench, thereby preventing it from exploding.

By his action he saved the lives of many of his comrades in the battery.

This news of Fanning's bravery and his being decorated follows close on the news received of the awarding of the French Cross of War to each of five men of the battery.

The citation of young Fanning thrills the imagination. "He threw himself," the report runs, "upon a bomb that fell on the trench parapet and prevented it from falling into the trench."

Death and destruction would have followed an instant later. When the bomb exploded it was off perhaps sixty or seventy feet—where its destructive effect, both to life and trenches, was negligible.

Corporal Fanning is the son of Mr. and Mrs. Edward I. Fanning. He is twenty-three years old and a member of the 1915 class of the Baltimore City College. He was a clerk in the office of the auditor of disbursements at the time of his enlistment with the Maryland Coast Artillery, from which the One Hundred and Seventeenth Trench Mortar Battery was drawn. He was a member of the City College track team, one of the leading high jumpers of the college and played back positions on St. Andrew's soccer eleven.

"Keep an eye on this quarter of the world," young Fanning wrote his father. "There'll be something doing here right along."

Evidently Corporal Fanning, like his comrades in arms, has thrown his whole soul into the fighting. His father says that he wrote his son recently telling him how splendid the National Army was proving to be.

The son wrote back that he was glad to hear it, that he had no doubt that the National Army was all right, but that it was his ambition and the ambition of the rest of the One Hundred and Seventeenth to finish up the Germans before the National Army got a chance to face them. He added that the American troops were prepared to give the Germans more "rough house" in a week than they could handle in a year.

Pull Together—

The Baltimore and Ohio Railroad Company

OFFICE OF THE PRESIDENT

Baltimore, Md., February 23, 1918.

TO ALL OFFICERS AND EMPLOYES:

Following Order No. 8 of the Director General of Railroads is given in full, with request that it be read carefully and observed in letter and spirit.

President.

Director General of Railroads

Washington, D. C., February 21, 1918

Order No. 8

To correct wrong impressions that may exist regarding the employment and conditions of labor in railway service, it is,

UNTIL FURTHER ORDER DIRECTED THAT:

1. All Acts of Congress to promote the safety of employes and travelers upon the railroads, including Acts requiring investigation of accidents on railroads, and Orders of the Interstate Commerce Commission made in accordance therewith, must be fully complied with. These Acts and Orders refer to Hours of Service, Safety Appliances and Inspection.

Now that the railroads are in the possession and control of the Government, it would be futile to impose fines for violations of said laws and orders upon the Government, therefore it will become the duty of the Director General in the enforcement of said laws and orders to impose punishments for willful and inexcusable violations thereof upon the person or persons responsible therefor, such punishment to be determined by the facts in each case.

2. When the exigencies of the service require it, or when a sufficient number of employes in any department are not available to render the public prompt transportation service, employes will be required to work a reasonable amount of overtime. So far as efficient and economic operation will permit, excessive hours of employment will not be required of employes.

3. The broad question of wages and hours will be passed upon and reported to the Director General as promptly as possible by the present Railroad Wage Commission. Pending a disposition of these matters by the Director General, all requests of employes

Help Win The War



involving revisions of schedules or general changes in conditions affecting wages and hours, will be held in abeyance by both the managers and employes. Wages, when determined upon, will be made retroactive to January 1, 1918, and adjusted accordingly. Matters of controversy arising under interpretations of existing wage agreements and other matters not relating to wages and hours will take their usual course, and in the event of inability to reach a settlement will be referred to the Director General.

4. In Order No. 1, issued December 29, 1917, the following appeared:

> "All officers, agents and employes of such transportation systems MAY continue in the performance of their present regular duties, reporting to the same officers as heretofore and on the same terms of employment."

The impression seems to exist on some railroads that the said Order was intended to prevent any change in the terms of employment during Governmental operation. The purpose of the Order was to confirm all terms of employment existing upon that date, but subject to subsequent modifications deemed advisable for the requirements of the service. Any contrary impression or construction is erroneous. Officers and employes will be governed by the construction here given.

5. No discrimination will be made in the employment, retention, or conditions of employment of employes because of membership or non-membership in labor organizations.

The Government now being in control of the railroads, the officers and employes of the various companies no longer serve a private interest. All now serve the Government and the public interest only. I want the officers and employes to get the spirit of this new era. Supreme devotion to country, an invincible determination to perform the imperative duties of the hour while the life of the nation is imperilled by war, must obliterate old enmities and make friends and comrades of us all. There must be cooperation, not antagonism; confidence, not suspicion; mutual helpfulness, not grudging; performance; just consideration, not arbitrary disregard of each other's rights and feelings; a fine discipline based on mutual respect and sympathy; and an earnest desire to serve the great public faithfully and efficiently. This is the new spirit and purpose that must pervade every part and branch of the national railroad service.

America's safety, America's ideals, America's rights are at stake. Democracy and liberty throughout the world depend upon America's valor, America's strength, America's fighting power. We can win and save the world from despotism and bondage only if we pull together. We cannot pull apart without ditching the train. Let us go forward with unshakable purpose to do our part superlatively. Then we shall save America, restore peace to a distracted world and gain for ourselves the coveted distinction and just reward of patriotic service nobly done.

W. G. McADOO,
Director General of Railroads.



LADIES' RIFLE CLUB

DIVISION OFFICES, BALTIMORE AND OHIO RAILROAD, CUMBERLAND, MD.

Miss Shirley Romiser, President

Miss Elizabeth McNeill, Vice-President

Miss Wilhelmina Barrick
Winner of cup presented by President Willard

Miss Cleo Waffer, Secretary

Miss Margaret Burns, Treasurer



A MOTION TO ADJOURN WAS CARRIED UNANI-MOUSE-LY

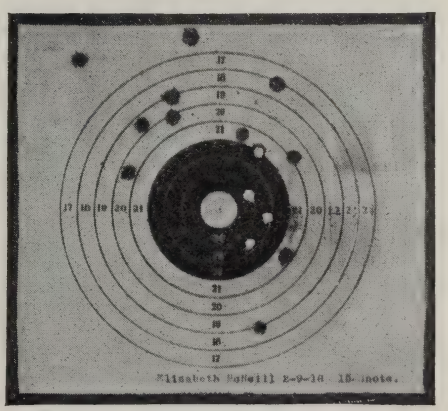
Women Employed in Division Offices at Cumberland Form Rifle Club

A SPLENDID example for all employes of the Baltimore and Ohio System has been set by women employed in the division offices at Cumberland. They not only believe in preparedness, but are practising it. On January 26 they organized a rifle club, and have made great strides.

President Willard has endorsed the movement by donating a silver loving cup, which was contested for on Washington's birthday.

Of course, this is the first rifle club composed exclusively of women employes of the Company. The organization is affiliated with the Women's Section, Maryland Council of Defense, and the Baltimore and Ohio Athletic Association of Cumberland takes pride in the fact that the rifle club is a part of that association.

At the meeting held in January the body selected the following name: "Ladies' Rifle Club, Division Offices, Baltimore and Ohio Railroad, Cumberland, Md." At the same time the fol-



FIFTEEN SHOTS BY MISS McNEILL



MISS PRICE

lowing officers were elected: Miss Shirley Romiser, president; Miss Elizabeth McNeill, vice-president; Miss Cleo Waffer, secretary, and Miss Margaret Burns, treasurer. Others who enrolled as members were: Miss Mabel Crawford, Miss Betty Dickey, Miss Wilhelmina Barrick, Miss Ora Bauer, Miss Meeda Wirgman, Miss Louise Zihlman, Miss Sadie Dicken, Mrs. Mary N. MacDonald, Miss Nancy Miller, Miss Genevieve Price, Miss Margaret Robosson, Miss Laura Lingamfelter, Miss Verna C. Hill, Miss Lethia Ambrose and Miss Lillian Ritter.

It was not until Saturday afternoon, February 2, that the real test came. On that date for the first time the club members assembled in the old freight house opposite the Queen City Station, where an indoor range had been set up,



MISS LINGAMFELTER



MISS CRAWFORD

and many for the first time handled a firearm. Some surprisingly good scores were made.

To begin with, the club was fortunate in securing an instructor who had served in a similar capacity in the army. While the club will continue to shoot on the indoor range for some time, it is intended to secure an outdoor range as soon as the weather permits. One of the most pleasing features observed in connection with the weekly practises is the cautious manner in which the rifles are handled to insure safety. Each member is enthusiastic and all have visions of good times on half-holidays in the summer.

A mere man who was present at several practise matches jotted down the following notes and forwarded them to the MAGAZINE:

"Betty Dickey went around explaining that she knew she should let the rifle fall, then stepped up to the score and made 108 out of a possible 125.

"Miss Price and Miss Barrick can shoot a repeater as fast as most folks beat a kettle drum.

"Genevieve Price prefers a repeating rifle because she does not have to wait so long to hear the bell ring.



MISS ROBOSSON

"Mabel Crawford is an excellent shot, aside from being a talented artist, as her work in this and previous numbers of the MAGAZINE will testify.

"Laura Lingamfelter complains that she shoots a little high, but consoles herself by explaining that it is because her aspirations are the same way.

"Elizabeth McNeill's position is excellent and is reflected in the scores she makes.

"Ora Bauer and Wilhelmina Barrick inspect their targets closely, which is a good plan to calculate on their improvement.



MISS BAUER AND MISS BARRICK

"Margaret Robosson is a very deliberate shot and her position is good.

"Shirley Romiser, president of the club, is developing into a good shot.

"Sadie Dicken, the youngest member of the club, can be depended on to roll up good scores with ease and regularity.



MISS DICKEN

"Meeda Wirgman, Cleo Waffer, Margaret Burns and Mrs. MacDonald all shoot well.

"Nancy Miller is a clever shot and her position at the score is fine.

"Strenuous effort is made to hit the bull's eye in order to make the bell ring. It is an established rule that each time the bell rings the successful one is priviledged to dance a jig."

Miss Barrick Wins the Cup

When announcement was made that President Willard had donated a silver cup to be contested for on February 22, every member of the club had visions of capturing the handsome prize. Arrangements were made to make the match one long to be remembered, and invitations were extended to a number of prominent men and women of Cumberland. About seventy-five persons witnessed the contest.

At 2 p. m. Miss Romiser, president of the club, addressed the gathering as follows:

"The Ladies' Rifle Club, Division Offices, Cumberland, appreciate the attendance of the Ladies' Rifle Club of Cumberland and all others who have come over to witness the contest for the beautiful cup our president of the Baltimore and Ohio, Mr. Willard, has donated to commemorate the organization of the first rifle club composed exclusively of women employes on the Baltimore and Ohio System.



MISS ROMISER

"The contest will be, in a way, our initial effort, and while we will endeavor



Left to right: Front row—Miss Sadie Dicken, Mrs. Mary MacDonald, Miss Nancy Miller, Miss Cleo Waffer, Miss Ora Bauer, Miss Elizabeth McNeill.

Back row—Miss Lethia Andrews, Miss Betty Dickey, Miss Margaret Robosson, Miss Louise Zihlman, Miss Laura Lingamfelter, Miss Verna Hill.

to do our best, it should be borne in mind that we have only been practicing since the second of February."

W. C. Montignani was then introduced as master of ceremonies for the remainder of the afternoon.

Miss Elizabeth Lowndes, president of the Ladies' Rifle Club of Cumberland, made a short address, thanking the Division Office Rifle Club for the invitation to witness the contest, complimenting the young ladies on the formation of the club and the conveniently located indoor range, and suggested that both clubs compete with each other to stimulate interest.

Mrs. J. W. Avirett-Thomas, through whose efforts the club was enrolled with the Council of Defense, also delivered a clever address. Other members of the Ladies' Rifle Club of Cumberland present were Mrs. Benjamin Biays, Mrs. W. W. Hanley and Miss Vera Amick.

The names of thirteen contestants were placed on paper slips and drawn by Miss Amick and the young ladies called to the score as indicated by the drawing.

The judges were Benjamin Biays, C. F. Moehle and Arthur Powell.

The shooting was done with twenty-two caliber Winchester repeating rifles, equipped with open sights, which require precision and steady holding.

Each contestant was allowed five sighting shots, then five shots at a paper target as a score for the cup, a score of thirty points being possible.

After the thirteen young ladies had contested and while the judges were deciding, the Ladies' Rifle Club of Cumberland enjoyed some shooting.

When Mr. Montignani came in with the targets every one was all attention. He began reading the low scores first and when the last was reached, requested Miss Barrick to stand, and while much applause greeted her, presented her with the cup on her score of thirteen points.

Miss Barrick was warmly congratulated, as it was understood by all present what pressure the young ladies contested under in this their first public demonstration.



FOLLOWING EACH BULL'S EYE THE SUCCESSFUL ONE IS PRIVILEGED TO DANCE A JIG

What the Thrift Stamps Will Buy for the Boys "Over There"

THE STAMPS COST TWENTY-FIVE CENTS EACH

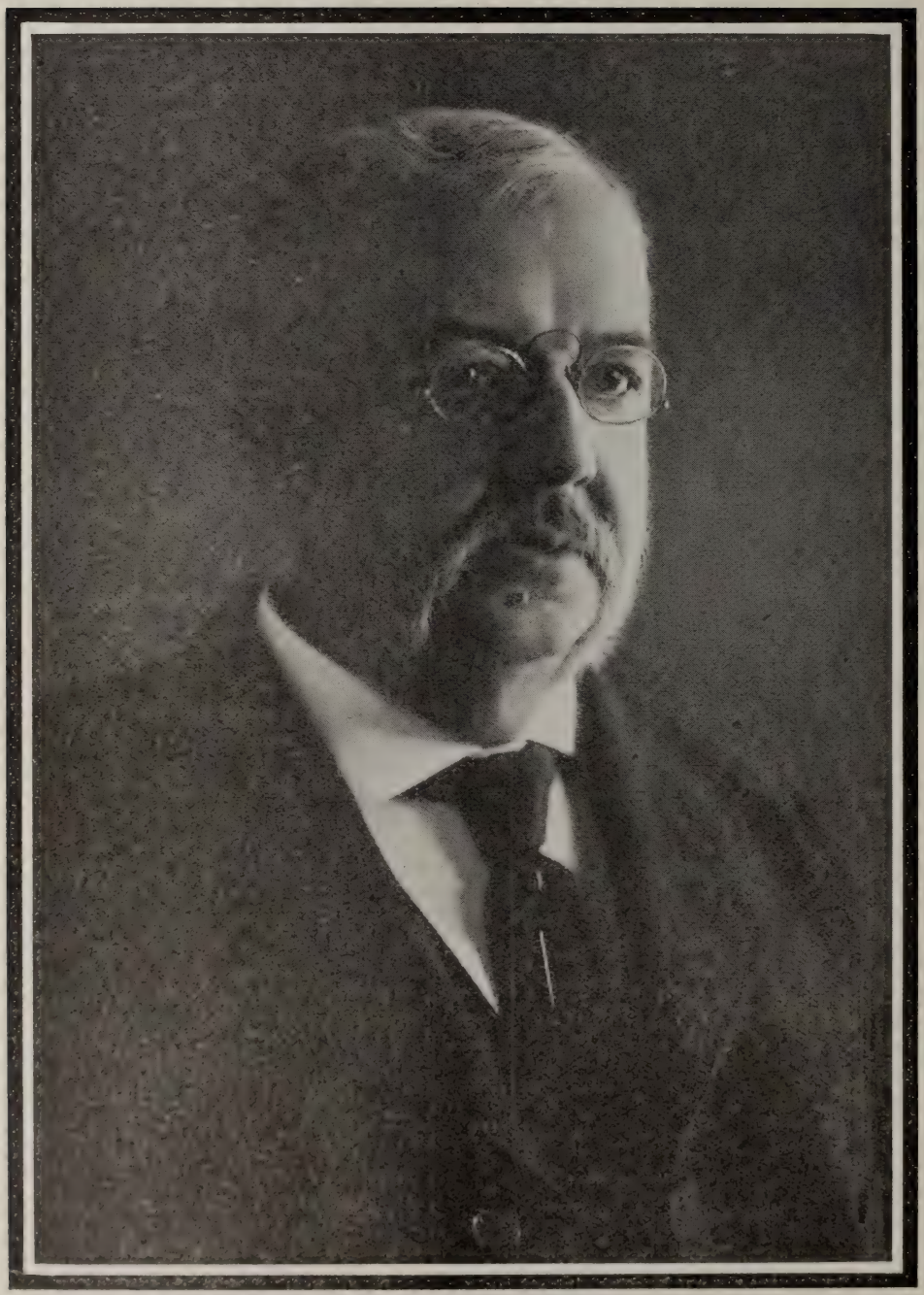
Every Thrift Stamp bought means that the Government can buy five cartridges or a tent pole, five tent pins, a waist belt, hat cord, shoe laces and identification tags.

Two Thrift Stamps will buy one trench tool or one pair of woolen gloves.

Four Thrift Stamps will buy a pair of canvas leggings.

Six Thrift Stamps will buy five pairs of woolen socks, three pairs of summer drawers, or three summer undershirts.

Twelve Thrift Stamps will buy a steel helmet.



SAMUEL RUSSELL BARR

Samuel Russell Barr

Born July 26, 1846 **Died March 6, 1918**

By William H. Ball
Secretary to Superintendent Relief Department

SAMUEL RUSSELL BARR, superintendent of the Relief Department, died at Baltimore, Md., on March 6, 1918, from injuries sustained when he was struck by an automobile on March 3, 1918. He was seventy-two years old, having been born at Washington, D. C., on July 26, 1846.

Although familiarly and universally known as "Doctor" Barr, he was not a graduate of a medical school; the title was unconsciously, and against his wishes, acquired through his long supervision of, and association with, the medical men connected with the railroad company.

Mr. Barr entered the service of the Baltimore and Ohio Railroad Company on April 27, 1880, and for a period of thirty-eight years, up to the day preceding that upon which he sustained the fatal injuries, he was an indefatigable, interested and loyal servant of the corporation, and for thirty-four years was the active, directing executive of the Relief Department.

Mr. Barr enjoyed the enviable and unique distinction of having been the surviving member of a band of pioneers in Welfare Work in America, and he was a man peculiarly fitted for work of that character. A big, virile and vigorous man, both mentally and physically; of sterling integrity and irreproachable character; with a clear vision and a sympathetic heart enabling him to appreciate the other man's point of view, he was the respected, esteemed and trusted friend and adviser of the thousands of persons who have been and are now employed by the Company.

The distress occurring among employes of the Company, through loss of income as the result of disease, injury, old age and death, was frequently brought to the attention of the management in the early days of railroad operation. There was no organized plan of relief: spasmodic aid was extended by the Company in the meritorious cases brought to its notice, and fellow-workmen charitably contributed to the extent of their ability, on pay days, to help a disabled mate or the dependents of those who had died. In the latter part of the '70's, John W. Garrett, president of the Company, appointed Dr. W. T. Barnard to investigate the European workingmen's relief funds, and the result of his studies was the organization of The Baltimore & Ohio Employes' Relief Association in May, 1880. This constituted the pioneer effort in America, by employers, to provide aid for disabled employes and dependents of deceased employes, and was the parent of the present Relief Department, which has been operating uninterruptedly up to the present time.

Mr. Barr was about fifteen years old, and a student in the Columbian High School at Washington, D. C., at the commencement of the Civil War, and in company with other students enlisted a year later in the Federal Army. Although quite young, he served to the end of the war, and participated in the Battle of Gettysburg.

He secured an appointment to a clerkship in the United States General Land Office, where he was associated with Dr. Barnard, and through this acquaintanceship he was offered a position in the newly organized Relief Association of the Baltimore and Ohio Railroad.

Dr. Barnard was later promoted to the position of assistant to President Garrett, and Mr. Barr succeeded him, on July 22,

1884, as secretary of the Employes' Relief Association; when this was subsequently, on April 1, 1889, merged into the Relief Department, Mr. Barr became the superintendent and continued in the active performance of those duties up to the date of his death.

The original plan merely contemplated an indemnity for sick and injured employes, and the dependents of deceased employes. During the administration of Mr. Barr this was elaborated to provide for the employe incapacitated by advancing age, and it was largely through his instrumentality and recommendation that the railroad company decided to provide a fund for the payment of pension allowances to its employes attaining the age of sixty-five years.

The inauguration of the Savings Feature, providing facilities for the deposit of savings by employes, and loans to those in the service desiring to purchase or build homes, was a project to which Mr. Barr devoted many years of interested study, and the success with which it has been attended is a monument to his memory as a benefactor of railroad men.

Mr. Barr's most prominent characteristic, which contributed so much to his successful administration, was his comprehensive knowledge of human nature. His guiding principle through life was that every man is entitled to his day in Court, and no decision affecting that man's welfare and happiness should be made until all the facts had been considered, and in every case the man should be given the benefit of any doubt that might exist. It was this attitude toward others, indicative of his lack of prejudice and absolutely impartial fairness, that made him so highly esteemed and respected by all. He believed that no law or rule should be inflexible, and where positive determination of conflicting claims was impossible, mutual concessions should be made. This policy, followed faithfully, is sure to establish that confidence between employer and employe which is of incalculable benefit to all concerned.

The thousands of employes who have savings accounts and have purchased homes through loans made by the Savings Feature of the Relief Department, have frequently and voluntarily testified to their indebtedness to Mr. Barr, who personally and as a friend, advised and encouraged thrift and the independence growing out of the ownership of a home.

His solicitude for the comfort and happiness of the Company's superannuated employes created a bond of endearment between him and them, and all the "old-timers" were assured of a hearty welcome whenever they called to talk over the happy days of the long ago.

He was a gentleman of the "old school," who cultivated the sincere good will and active cooperation of his subordinates. It was a pet theory of his that if you show a man you believe in him, you keep his loyalty up to the highest point; and while pushing forward steadily himself, he likewise keeps the business moving, and sometimes you develop a real genius. He, therefore, encouraged all his subordinates to think for themselves, and saw that they were placed in positions where their special qualifications could be used to best advantage. He knew veritable armies of men by first name, and it was this intimate knowledge of the individual that helped him to become so well-known and beloved.

Mr. Barr was a man of exemplary personal habits, with an abhorrence of publicity. His charities and personal services were invariably extended without ostentation, and frequently the recipient did not know who was the benefactor. His principal diversion was an ardent pursuit of the art immortalized by Izaak Walton, and his skill as an angler for the wily black bass is known to all old fishermen on the Potomac and other streams adjacent to the line of our road.

Home was the shrine at which he worshipped, and the old fashioned domesticity which he liked so well is rare enough in these modern times.

He is survived by his widow, Mrs. Annie J. Barr, and two daughters, Mrs. Etha Passano and Mrs. Anne Clark Parlett, whose grief over their loss is in some measure assuaged by the knowledge that his service to mankind, and particularly to those who have been and are employes of the Baltimore and Ohio Railroad Company, has been acknowledged and appreciated.



V. D. YEALDHALL ROBERT M. PRYOR JOHN H. GOCHNAUER

ON THE FIRING LINE WITH THE ONE HUNDRED AND SEVENTEENTH TRENCH MORTAR BATTERY

French Woman "Captures" Three Former Employes With a Home-Made Pie

Since the writing of this story these boys have taken their place on the firing line. One of their comrades has been killed and several wounded. A number have been decorated with the French War Cross.—*Editor.*

AN elderly French woman has won the everlasting gratitude of three Baltimore and Ohio boys who are "over there" with the One Hundred and Seventeenth Trench Mortar Battery, Baltimore's contribution to the Rainbow Division. When their outfit marched into the little French village, where lives the motherly woman, the trio with others were billeted in a barn. A hay loft was selected as sleeping quarters, but the woman and her husband invited the Americans to occupy two rooms in their home. The invitation was gladly accepted. Then a little later "Aunt May," for that is the name the soldiers have given the old lady, "shooed" them into her dining room and set before them a real home-made pie. Who wouldn't be grateful?

The above and some other interesting facts are contained in a letter from Robert M. Pryor to his father, M. W. Pryor, chief clerk to the foreign freight agent. Private Pryor, who was nineteen years old February 21, at the time of his enlistment in Uncle Sam's military forces was engaged in clerical work in the Commercial Development Department. In the same gun crew with him are J. M. Gochnauer, of the freight office at Camden Station, the only son of D. A. Gochnauer, for many years employed in the agent's office at Camden, and V. D. Yealdhall, who was in the office of the auditor of disbursements.

The letter follows:

SOMEWHERE ELSE IN FRANCE.
February 4, 1918.

Dear Father:

It has been two weeks since I wrote last. I was unable to write last week as we were on the move.

I received the box from Etta and at the same time the box from home containing the flashlight from Mrs. Dean, tobacco, candy, *candles*, etc. I emphasize the "candles" because they were a mistake. That letter you saw was all wrong. It should have read *candy*. Although candles are a little expensive over here it is not at all impossible to secure them. The flashlight was a "beaut," and is very useful indeed. Please give my thanks to Mrs. Dean.

"Tom" Price is attached to one of the gun squads as telephone or signalman. Herbert Jones is on the reserve list. I don't know just what his duties will be at the front. John Ellis is also on the reserve list. He had been picked for a gun crew before being sent to the hospital. The last time I saw him he looked fine, but was very nervous. The chances are that he will be given a discharge and sent back.

I have not the least idea what "Herb" meant when he said we might be back sooner than you expected. A sergeant of a French machine gun company lives at our billet and is now home for a rest. He thinks the Germans will make their final big drive soon—probably this month, and that the war will be over this summer.

Trench mortars have various locations at the front, the distance from the front line varying with the size of the gun. The maximum range of our mortar is about (deleted) yards, so we will be pretty close to the front line.

The gun squad to which I am attached consists of the following men: Corporal Archer, in charge; "Mike" Yealdhall, No. 1, or layer; myself, No. 2, or loader; Gochnauer, No. 3, or bomb provider; Weller, No. 4, or charge provider; Greer, telephone or signalman, and Labanz and Yewell reserves.

Last Saturday we were told that we were to move early the next morning. We spent the greater part of the day loading wagons and packing our barrack bags. We arose at 4.30 the next morning and completed the work of preparing to move. We marched out a little after 8 o'clock and hiked about twelve miles, reaching our destination about 12.15. We are now billeted in a little French town with a long name that takes you about two days to learn how to pronounce, Our sleeping quarters are in a hay loft, but I am glad to say that we do not have to live there entirely. The old couple who own the barn let us use two small rooms in the house. When we first got these rooms they were very dirty and the corners filled with all kinds of junk, but the first chance we got we cleaned them up and made them as comfortable and home-like as possible. We bought some material and gave it to the old lady, and she put up lace curtains at the front window. Some class! We have made gun racks for our guns and have everything fixed up in great shape. In one room we have an open fireplace, which heats the place fairly well. In the same room we have a table, which we use for eating and writing. The old lady is very good to us and seems very much interested in everything we do. Sunday afternoon it was very warm and several of the fellows were sitting out in front of the billet. She came out and chased them all inside and then she brought in a great big pie, and believe me it was good. Among ourselves we call the old couple "Aunt May" and "Uncle Charlie." At our former place we were about five miles from church, but now the church is about a hundred yards distant.

Well, I will close now, with love to all, from

ROBERT.

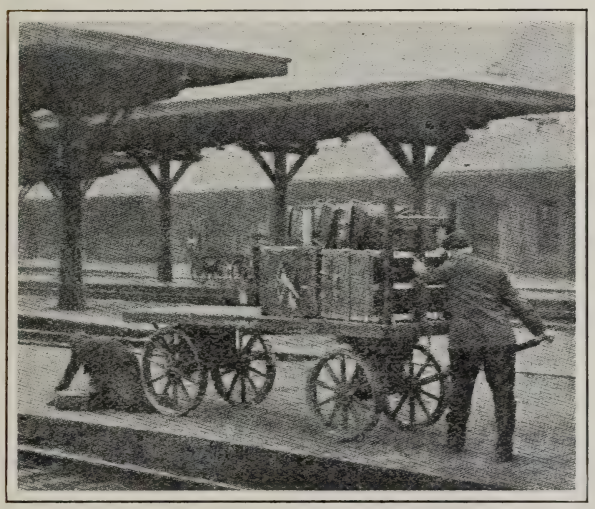
PRIVATE ROBERT M. PRYOR,
117th Trench Mortar Battery,
American Expeditionary Forces.

Attention, Shopmen!

The open flame torch was responsible for $27,200.00 damage by fire of this Company's property during 1917.

Help us reduce this by careful use of torches. —*Supervisor Fire Prevention.*

He Did Not Think



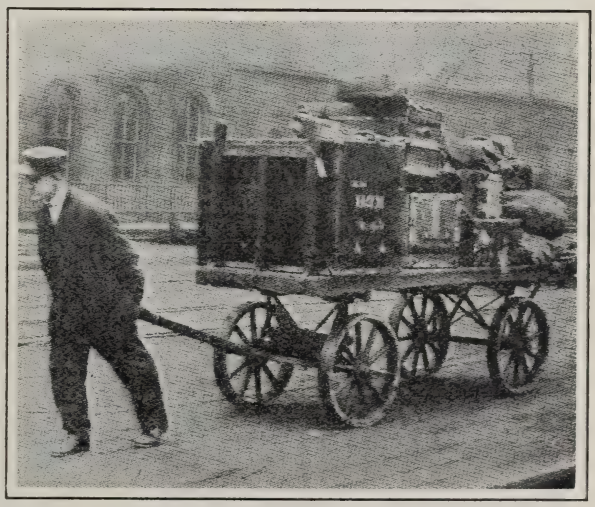
That is just what causes the majority of accidents. **"Didn't Think"** is the real answer to the question nine times out of ten when asked "How Did It Happen?"

At least that would be the answer if the truth was told.



On a certain railroad a woman sustained injuries that crippled her for life because some careless station employe **shoved** a baggage truck into her as shown in the top picture.

If he had thought of what might happen he wouldn't have shoved the loaded truck, but would have drawn it after him so he could see what he was doing.



Passengers must be protected as well as employes

THINK SAFETY

Work, Drudgery, Efficiency and Reward

An Address to "The Better Way Association" of the Freight Claim Department

By H. Irving Martin
Accountant

IF I be permitted to use freight-handling language, I might say that I feel somewhat "set-up" at being asked to speak to you, but I realize that if my remarks are too lengthy I will be "knocked down" and sent home "crated."

I have been endeavoring to select a word that would be an exact definition of the subject under consideration this evening, but have not yet defined the topic in my own mind to my entire satisfaction.

I feel much less self-confidence than did the colored preacher who announced to his congregation that he would proceed to—

> "Move the immovable,
> Define the undefinable,
> Unscrew the inscrutable."

After all, perhaps, the word which comes nearest to our subject is the good old Ango-Saxon word—"work."

When we turn to our book of synonyms we find that the following are words of equivalent meaning—Work, Labor, Toil, Drudgery.

We are all conscious that by the sweat of one's brow our bread must be earned, and doubtless you say, why trifle over distinctions or differences in the phrasing of words.

While we accept work as a necessary condition, shall we accept "drudgery?"

Now, if these words have similar meanings, what makes them different?

We go again to the dictionary for enlightenment, and we find that "drudgery" is defined as "Service marked by weariness and spiritless routine."

Let us accept "spiritless routine" as the nearest definition and consider that it means "spiritless—without spirit, without inspiration, without ideals, without imagination."

That is it, "Without imagination."

Is it not possible to transfigure drudgery, to make it glow by inspiration or by imagination?

Carry yourself back to the time when, with your youthful imagination, you pored over fairy tales and wished that they were real.

You recall the tales you read of "The Brownies," how they got together at night and finished for mankind seemingly impossible tasks. How they built railroads, dug canals, removed houses and carried away stupendous weights.

Did you not dream about fairies who would work for you? Do you not even in these days of mature development hope sometimes that all of your unfinished work will be finished for you by the time you reach your desk in the morning?

How do the fairies work? In all the fairy tales you have read they worked together. They cooperated in the truest sense. Now suppose that you had twelve fairies working for you. Just suppose that one was named "Clearly Defined Ideals," and his mission was to clear away fogginess of thought and give you a clearly defined ideal of what might be ahead of you—a vision of your work in its greatest development—its largest service to the railroad, or to the public.

Yet another one might be "Common Sense," and he would help you do all things with reason, good judgment, penetration, acumen and (might I say?) gumption.

Then another fairy helper would be "Competent Counsel." In the intricate problems which make up your daily toil or investigation you would have the best thought and advice of those who have

trod the same ground and toiled over the same problems.

And another fairy would be "Discipline." He would keep your mind and thought on the work at hand, and if need be you had other helpers, he would train them to be at your call, with punctuality, perfect subordination and business-like interest.

And another fairy would be "The Fair Deal." In your relations to others he would see that you would receive what was due you and that you would give to others all that was due them.

In addition, you would be aided by other fairies representing "Reliable and adequate business records," and the "Dispatching of work according to a prearranged schedule."

Another would set up "Standards."

Another would "Standardize the conditions under which you work."

Another would "Standardize the operations by which you work."

Another would "Register standard practices and instructions and give them to you in permanent tabulated form."

At 'ast, another would hold before your eyes as compensation for all of your work —"Efficiency reward."

Those who have read Harrington Emerson's "Twelve Principles of Efficiency" will note that I have named all of these principles.

Now if you had in your two hands:

First—Clearly defined ideals or purposes.

Next—Common-sense, then backing up the e on each finger, perfectly articulated and responsive to your brain action:

Competent counsel,

Discipline,

The fair deal,

Reliable, immediate and adequate records,

Dispatching,

Standards and schedules,

Standardized conditions,

Standardized operations,

Written standard practice instructions, and

Efficiency reward.

If all of these were at your command and your hands worked with the aid of these mentally trained fairies, would not your drudgery be transfigured? Would not your toil lack the designation of "purposeless and spiritless routine?" Would you not in imagination be cutting down and removing every obstacle? Would not your work possess every possible element of attractiveness, be a source of possible pleasure and possess the degree of maximum interest which you have hoped to attain?

Would this not be the efficiency which you have met to discuss and analyze?

Yet to try your patience still further. You wish to adopt a slogan as the watchword of your organization.

Let me suggest the thought that was behind Columbus as he dreamed of another way to the Indies. The picture that Marconi saw when he thought of sinking ships and drowning crews. That a flash and vibration would pass over measureless distances and bring immediate aid.

The hope that moved Edison to work till exhaustion to perfect a commercially profitable electric light and phonograph.

The vision behind Graham Bell as he drove his way to the perfection of the telephone.

The dream of Cyrus Field and an Atlantic cable, of Morse and his vision of a working telegraph which would put a girdle round the world. The castles in the air builded by Elias Howe as he toiled to perfect a sewing machine which would banish drudge work from human fingers.

The visions seen by thousands who have worked and dreamed, who have made new ways where there were none, who have attained the unattainable, who have scaled inaccessible heights and who have done the things deemed impossible by the sneering and jeering crowd.

I have pictured methods of efficiency and I offer to you the inspiration of the men who want to do things beyond all previous standards of excellence.

I offer to you the stimulus for your future labors, the incentive which will enable you to reach ripeness of judgment and perfect models on which criticism will be wasted. I offer to you the thought that *always*

THERE IS A BETTER WAY.



Letters From France

Lieutenant A. C. Spurr Finds Other Baltimore and Ohio Men at French Camp

Dear Chief:

Understanding, as you do, the rules of censorship, you are prepared for the dearth of news that I am now about to deluge you with.

We have finally landed, traveled, and settled. I might add, parenthetically, that we are still settling in the mud, but as far as the settling that we ourselves have to do, that is over and we are cosily esconced in barracks, where we expected pup tents, eating regular food, sleeping and everything else like real human beings.

It seems rather good luck that right here in the first camp I get into I should find Pattison of Petri's office a captain, and superintendent Brooke's brother also a captain. It sure has made it more than nice for me. There is a fine clean cut bunch of men here and mighty pleasant to work with, but as yet we have not gotten into our real work, but are waiting for the rest of the behind-the-line men to get here, or whatever the cause may be, at least any way we are behind the lines and seem destined to do our bit here till we get hardened. You know the number of towns of similar names here in France. Thanks to the similarity and to the mispelling upon the part of the clerk who made out our *Order de Transport*, we were shifted hither and yon over France, tumbling out of our compartment cars at unearthly hours, slumbering in the straw from midnight to dawn, on again, off again, food sometimes, sometimes none, water occasionally, the red ink semi-occasionally, until we landed at the station we were billed to, which was simply a station and no more somewhere in the hills, and then carted on to the next terminal, where we were billed Q. D. to our destination. Q. D. here means in back of a pick-up local, and so we localed it all night, to go by our station in the best burst of speed we had shown during the entire trip and then deposited about six kilos beyond, our cars and engine taken away and told *au revoir*. But being railroad men, we burned the wires and soon had our hopes raised, and then the substance of the hopes came along in the shape of cars and engine and we were brought back and deposited at our destination in the mud.

Soon assembled we started off through the slippery, slimy, sloppy mud and fell in behind an elongated private who had been detailed to guide us to our barracks. After five days on the train, without water to wash or drink, we were somewhat the worse for wear and I suppose you can judge the beard that adorned my attenuated features. But we were all happy at getting somewhere, and trudged along singing a little song composed on inside dope by a former employe of your department that went something like this, or at least the words did:

"The place you're at is a damn sight better than the place you're going to be; your next job, boys, may be between hell and eternity, so spit on your hands and pitch right in, wear a great big broad expansive grin, for the place you're at is a damn sight better than the place that you are going to be."

With the aid of cinders, lumber and much hard work the place was soon made livable, and we were sure hungry, but still found water hard to get and baths at a premium. But we are comfy and happy and hard at work, and that is more than the share of many of our men; in both particulars some are not so comfy and some are not at work, so we should not despair.

We have received no mail as yet, but will be mighty glad to hear from any and all the fellows. We are still long on tobacco, but judging from the difficulty that some are enjoying in getting it, it will behoove us to be chary in our gifts to the "gimme class" that seems to be an ever growing one.

I have not as yet received the plate for the gat, but as soon as I do I will have photo of self and same taken and send you for whatever purpose you may find convenient.

It waxeth late, half after eight, so I had better prepare to say prayers and stretch the canvas in preparation for a Saturday, Anno Domini, 1918, January 26.

With best of wishes to you government employes, and, bye the bye, I would be glad of details as to how the affair is carried on and any changes, etc. The MAGAZINE, in fact, would look mighty good.

My best to Mrs. Manss, Baker, Smith, Blakely, Quivey, *in toto.*

Sincerely yours,

(Signed) SPURR.

Address

LIEUTENANT A. C. SPURR,
Company F, 21st Engineers,
Expeditionary Force, via New York.

To W. H. MANSS,
Assistant to Vice-President,
Baltimore and Ohio Railroad,
Baltimore, Md.

Praises Work of Y. M. C. A. "Over There"

THE excellent work of the Y. M. C. A. is apparent to every one who has visited any place where are stationed the boys in khaki, but a field where the organization is doing its greatest work is in France. Many, many testimonials have been received by the officers of the "Y" and it is with pleasure that a Baltimore and Ohio man adds:

Mr. H. O. WILLIAMS, *Railroad Secretary,*
The International Committee of Young Men's Christian Association,
124 East 28th Street, New York City.

My Dear Mr. Williams:

As another testimonial of the great work the Young Men's Christian Association is doing in connection with the war, I thought you would be interested in seeing the attached extract from letter I received the other day from my brother, Walter L. Price, who enlisted with the 446th Detachment Engineers, National Army, some time in November last, and is now in France. At the time of his enlistment he was assistant secretary to our general auditor.

Walter has been "over there" since the latter part of January, and in each letter I have received from him he speaks very highly of the wonderful work being done by the Y. M. C. A. In a recent note he said:

". . . . I may also tell you of the good work the Y. M. C. A. is doing over here. Wooden buildings have been erected where candy, toilet articles, etc., are sold; games are played, entertainment furnished and religious services held. The people back home can do no better work to help to do their 'bit' than to aid the Y. M. C. A."

Yours very truly,

(Signed) J. W. PRICE.

March 4, 1918.

An extract from another letter written by the same soldier reads:

"I have now settled down to real work, and, like the railroad work in the States, the thing that is most characteristic of it is the volume. There certainly is plenty of it, and very interesting, too. I would not have missed the experience under any circumstances. Of course, there is very little I can tell you about it now, other than that we have a very pleasant place to work, the living conditions are excellent and so far we surely have no reason for complaint. Our

organization has been divided and the men detailed to various parts of the country where most needed.

"Of course, I have learned very little French—just enough to get the proper value of French money.

"The weather here is very mild. We are told by the natives that Spring is about here. In many places gardens have already been planted and the lawns are beginning to get green. Coming as we did from the cold wave in Massachusetts, we can appreciate a little mild weather.

"Two things that are hard to get here are pastries and candies; one pie, about one-third the size of the ones we get at home, costs two and one-half francs—about fifty cents—but the Y. M. C. A. has remedied that condition considerably. In this town the Y. M. C. A. has opened a large canteen in one of the buildings where they serve regular meals for about sixty cents—American girls for waitresses. Smokes and French chocolates are also sold. One cannot say too much for the good work done by the Y. M. C. A. Anything you want from an American newspaper to getting your check cashed "Go to the 'Y'" and they'll take care of you. When I get back to the States I'll be a life member.

"Am feeling fine. Write soon.

WALTER L. PRICE."

Patrick Collins Pensioned After Serving the Company for Fifty Years

ANY man who has served a company faithfully for fifty years might well feel proud. Looking back through the long years he has the sweet consolation of knowing that his life was well spent—that he has not been a drone upon society.

Such a boast can be made by Patrick Clifford, of New Vienna, Ohio, who was retired with a pension early in the year. Upon his retirement he received a letter from vice-president J. M. Davis in which the hope was expressed that he "be blessed with an abundance of good health, and will live for many more years."

"Honest Pat," as he is known in his home town, was born December 16, 1852, in Cincinnati. A year later he was taken by his mother and stepfather to a place one mile from East Monroe. His stepfather, James Casey, was then in the employ of the Marietta and Cincinnati Railroad (now part of the Baltimore and Ohio).

Patrick Clifford began his railroad career July 1, 1866, at East Monroe as water boy. A year later he was engaged in sawing wood, which served as fuel for the engines. In 1869 he became a section hand, walking five miles to work. "I often worked eleven to twelve hours a day, but I enjoyed it," he said, in a recent interview.

He worked under foremen Louis Pausch, Cornelius Murphy and John Hannifan, all long since dead. On the death of the latter, October 25, 1872, Mr. Collins was promoted to foreman of a section that had been put in two years before.

In April, 1876, he was removed to New Vienna by supervisor John Bauer. He remained there until July 22, 1916, when, through ill health, he was forced to give up. During 1905, 1906 and 1907 he served as tie renewal inspector and served as general foreman on eight miles of track in the flood district at Chillicothe, from March to August, 1913.

He attributes his knowledge of track work to "getting started right." His first foreman, Louis Pausch, was the man to teach him the first rudiments of railroading. To this day he has not forgotten the admonitions of Pausch. He characterized Pausch as one of the best track men that ever worked "for the road."

In summing up his fifty years service he stated, "I have always worked for the best interest of the Company—and am still willing to do so."

Hazel-Atlas Glass Company Sets Splendid Patriotic Example

WHILE a number of large shippers throughout the country have offered various suggestions as to the proper methods to apply in the betterment of transportation conditions, credit for taking the initiative in a practical way belongs to the Hazel-Atlas Glass Company, with factories at Washington, Pa., Wheeling, W. Va., Clarksburg, W. Va., and Grafton, W. Va.

Voluntarily, this concern offered the Baltimore and Ohio the services of more than one hundred skilled mechanics employed in their shops. This proffer, the first of its kind, was gladly accepted and a number of the "volunteers" are now at work in our Glenwood shops.

The scheme originated in the mind of C. E. Frazier, chief engineer of the Hazel-Atlas Company. It met with the approval of officers of the company, and G. G. Oliver, general manager of the concern, consulted officials of the Baltimore and Ohio. The Hazel-Atlas people, while actuated by purely patriotic motives, were not unmindful of the mutual interests they would serve by sending their men to Glenwood to speed up locomotive repairs.

R. B. Stout, superintendent of the Glenwood shops, accompanied by Mr. Oliver, visited the shops of the glass company at Washington, Pa., and talked to the men. It was explained how urgently the railroads needed mechanics and when volunteers were called for there was a 100 per cent. response. Mr. Oliver even went so far as to offer to pay the board of the mechanics in order to give this Company the benefit of their workmanship.

Those best fitted for railroad work were selected and are gradually being "broken in." From time to time others will be accepted, for at least ninety-five per cent. of those left can be drawn.

Commenting on the Glass Company's action, Mr. Stout said, "I think the Hazel-Atlas Glass Company and Mr. Oliver, as their representative, cannot be too highly commended for their patriotic action in coming to the front and offering the loan of these men. This is the first instance that has come to my notice of a proffer of this kind, and it appeals to me as the acme of patriotism. The Glass Company officials are willing to make the sacrifice in order that the government's best interests may be served. It is an action worthy of emulation on the part of other industries whose products are not absolutely essential to the conduct of the war."

J. E. Garbesi, Jr., a former Baltimore and Ohio man now serving as traffic manager of the Hazel-Atlas Company, in a letter to the MAGAZINE said, "We sincerely trust that eventually there will be a movement throughout the country to assist the railroads in putting their motive power in better condition. However, we want the Baltimore and Ohio Railroad to feel that we are open day and night to furnish what little assistance our company is able to, as we certainly want to continue to promote our mutual interests."

This action on the part of the Glass Company is a fine show of patriotism, and its interest in the Baltimore and Ohio is highly appreciated. Its substantial cooperation with the Company at this time indicates the true spirit of Americanism.

Attention, Firemen and Roundhouse Foremen!

Hot coals from engines were responsible for $24,638.00 property damage by fire on this railroad in 1917.

If you do your part we can reduce this loss. —*Supervisor of Fire Prevention.*

President Willard Gives Heart-to-Heart Talk at Meeting of Veteran Employes' Association, Baltimore Division

THE night of March 4 was a gala one for the Veteran Employes' Association, Baltimore Division, when a representative number, with seventy-five members of the Ladies' Auxiliary of the association, gathered at the Jr. O. U. A. M. Hall, North Paca Street, and listened to an inspiring address by President Willard.

Mr. Willard, who made a special trip from Washington in order to be present, pointed out the work railroad men and their wives have before them to help win the war. He commended the men for the splendid cooperation given, but emphasized the urgent necessity of all exerting every effort to keep pace with the constantly increasing demands growing out of the war.

J. O. F. Covell, president of the association; George W. Sturmer, of the Veteran Employes' Association, Philadelphia Division, and Harry A. Beaumont, general car foreman, Baltimore terminals, one of the charter members of the organization, also spoke.

Mr. Sturmer created great enthusiasm by his talk, which was patterned somewhat along the lines of that used by "Billy" Sunday. He went the evangelist one better by consigning the Kaiser to a region in Hades where the echo of Gabriel's trumpet will not be heard. Having served five years in the German army Mr. Sturmer gave information that was secured first hand and not without hardship to the speaker.

Much applause greeted the Mt. Clare



MISS MARGARET GORDON



MISS VIRGINIA GORDON

Band, which played many selections, including "The Star-Spangled Banner." Its patriotic airs were especially stirring. This band enlivens every affair that it attends and it is always welcome. Others who helped entertain the gathering were Miss Margaret Gordon, twelve years old, who, accompanied at the piano by her sister, Miss Virginia Gordon, sang several songs in a sweet voice. The girls are the daughters of William L. Gordon, foreman at Mt. Clare. Piano duets by the Misses Estella Hittle and Lillian Jefferson created much favorable comment. The musical program closed after vocal duets by Miss Hittle and J. M. Hittle. Their songs were well received.

Following the entertainment the guests, members and Ladies' Auxiliary were invited to the banquet hall, where refreshments and cigars were served. President Willard was requested to say a few more words, and urged those present to "Hooverize," "speed up" and "just do a little more" than in times of peace.

Among the new members considered by the membership committee were: Messrs. Gordon, Cadogan, S. A. Carr, Hendricks, Silverwood, Tucker, Webster, C. M. Perry, M. J. Shea and A. H. Beaumont. The last-named has been in the service of the Baltimore and Ohio since the early 70's.

An invitation is extended to members of all veteran associations on the Baltimore and Ohio System to attend the next meeting to be held at the Jr. O. U. A. M. Hall the first Monday evening in May. A pleasant evening is assured those who will attend. J. D. Riley, chairman of the entertainment committee, has "something up his sleeve" for this meeting, and every one who can should be on hand to see what that "something" is.

The board of directors will meet at Camden Station the second Wednesday evening in April. The meeting will begin at 8 o'clock.

Remember, the slogan of the Veterans on the Baltimore Division is "One thousand members before 1919."

Gee! But It's Great

By Robert H. Blackall

Did you ever wake up in the morn,
With your soul just howling for air,
The call of the wild running rampant,
And nature just calling for fair?
Gee! but it's great!

Have you climbed a hill at sunrise?
Seen the glorious waking of day?
One glimpse of its glorious splendour,
So much more than makes the trip pay.
Gee! but it's great!

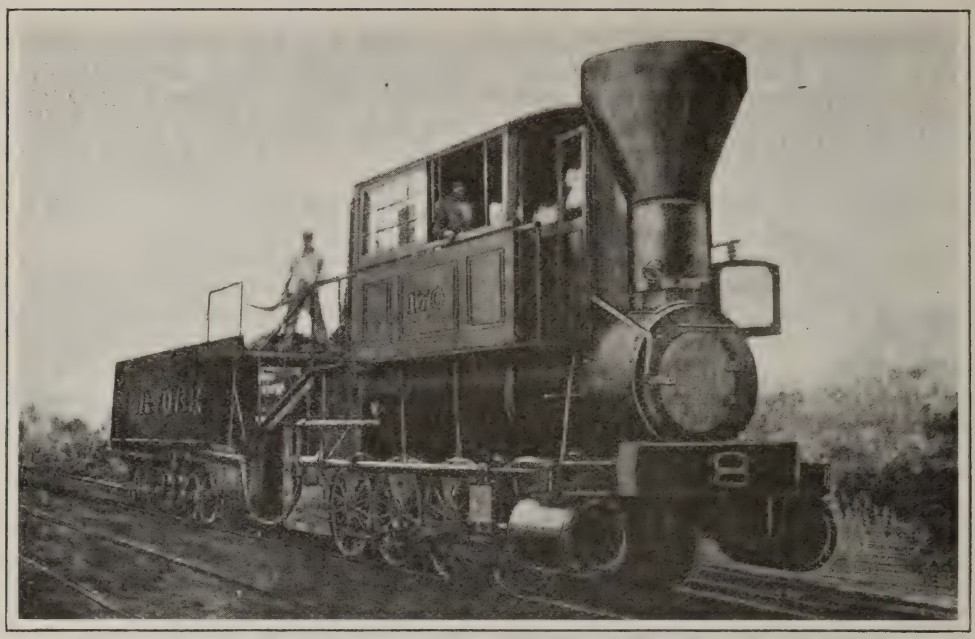
Have you chopped the wood for a fire,
To cook the simplest of fare?
Surrounded by wind, trees, and flowers,
Consumed with pure joy and not care?
Gee! but it's great!

Breakfast by, I'm fresh for tramping,
Over hill and dale and through glen,
Hearing the birds sing their love songs,
In tones I so wish I could pen.
Gee! but it's great!

Next to a cold spring for luncheon,
Sweet dreams of the joys of the morn,
Thoughts of the friends who are working,
I'm surely glad I was born.
Gee! but it's great!

On through the day till the home call,
Brings me back at the close of day,
A hunger like that of a wolf pack,
For food I was willing to pray.
Gee! but it's great!

God gave us power to enjoy things,
I gave thanks as I dropped to sleep,
It's wondrous communing with nature,
Of its laws, so wise, and so deep.
Gee! but it's great!



THE No. 170 PLAYED AN IMPORTANT PART IN THE RETREAT OF UNION FORCES AFTER THE BATTLE OF THE MONOCACY

Letter From General Lew Wallace to John W. Garrett

Cites One of Many Instances Where Loyalty of Baltimore and Ohio Helped End Civil War

PRESIDENT WILLARD on a number of occasions while urging employes to speed up and help win the war has referred to the important part played by the Baltimore and Ohio Railroad during the Civil War, a record of which is indelibly written on the pages of history. One of Mr. Willard's talks awakened in J. E. Spurrier, who has been in the Company's service for fifty-four years, memories of those strenuous days and caused him to delve into some of the notes he jotted down years ago from which he extracted and forwarded Mr. Willard the copy of a letter written by General Lew Wallace to John W. Garrett, then president of the Baltimore and Ohio Railroad.

The letter was written in Baltimore shortly after the Battle on the Monocacy and bears testimony to the patriotism of officials and employes of the Company at that time, when patriotism was put to the acid test. It follows:

BALTIMORE, July 18, 1864.

HON. J. W. GARRETT,
President, Baltimore and Ohio Railroad.

Dear Sir:

I avail myself of the first leisure moment to express to you and Mr. W. P. Smith my most sincere acknowledgment for the very great services rendered to me and my little army before and after the Battle of Monocacy. To sum it up in a few words, I say frankly that without your road, under your energetic and zealous management, it would have been impossible for me to have maintained my position five minutes in the presence

of the force that attacked me on that occasion. Therefore, please accept my thanks, and believe me most truly and gratefully your friend and servant,

(Signed) LEW WALLACE,
Commanding General.

Mr. Smith, mentioned in the letter, was then master of transportation. General Wallace, who served during the Mexican War as well as the Civil War, was governor of New Mexico and later United States Minister to Turkey and also widely known as an author. It was his pen that produced the famous novel "Ben Hur."

It was on July 9, 1864, that he interposed with a small force between General Early and the City of Washington, fought Early at the Monocacy, and, although defeated, delayed the Confederates until reinforcements were sent to protect the city.

The day before the battle, Wallace was forced to evacuate Frederick, Md., after hastily gathering stores and ammunition, which were forwarded by the Baltimore and Ohio to Monocacy Junction, now Frederick Junction, on the "Old Main Line." From a military standpoint, the capture of the town was fruitless, as the supplies had been moved. Baltimore and Ohio men also saw to it that all rolling stock and motive power were moved beyond reach of the Confederates. However, Early demanded and received from the city the sum of $200,000, the price set to avoid destruction.

The Battle of the Monocacy began at 9 a. m. and lasted till 5 p. m. on July 9. For years after the Baltimore and Ohio station at Monocacy Junction bore the scars of that fight and it was stated by one of the Confederate officers that "the Monocacy ran red." After the rout of the Unionists many of them, including a number of wounded, managed to reach trains stationed several miles away and they were sent to Ellicott's Mills, now Ellicott City.

The locomotive shown above was one of those used to pull the remnants of Wallace's command out of reach of their foe. It was in charge of Thomas Spurrier, grandfather of J. E. Spurrier, and the latter would have made the trip had not the elder Spurrier commanded him to go to his home at Plane No. 4 and "guard the girls."

Mr. Spurrier was seen a short time ago in the telegraph office at the Baltimore and Ohio Building, where he is acting as "censor," and asked to tell what he witnessed after the fight at the Monocacy. He was a grown boy at the time and, owing to the shortage of labor brought about by the war, often served as fireman on the No. 170. At other times he was emergency brakeman and extra operator.

He said he well remembered while he was near the No. 170 on the day of the battle that a courier on a white horse rode up and said the orders were to retreat. The locomotive was standing between Monrovia and the station now known as Ijamsville. This with the No. 157, of the same type—forty-three inch eight-wheel connected—was used to push trains up the heavy grade in the vicinity of Mt. Airy.

According to Mr. Spurrier, the two locomotives had helped ammunition trains destined for Harper's Ferry. These were held when word of the Confederates' approach was received. It was on these that the Union soldiers crowded. Then began the run to Ellicott's Mills. Thomas Spurrier was at the throttle of the No. 170 and his fireman was Nathan Chaney. The No. 157 had engineman Amos Reed and fireman "Tom" Fowler aboard. Just before the start J. E. Spurrier requested his grandfather to permit him to go, but he was sent home to protect two aunts. Two grass-hopper engines were also coupled to the trains.

As they made their way down the "Old Main Line" Confederate cavalry followed to near the same point at which General Wallace made a stand with the remnants of his force the next morning. As the troops fled many left behind their guns and other equipment. Mr. Spurrier said he went out on the road and picked up a number of rifles and hid them under a sand pile, where they remained until taken in charge by a representative of the government.

What followed is vividly set forth in

Schar's History of Maryland. The author states that great excitement prevailed in Baltimore when the rout of Wallace's command became generally known. A general alarm was sounded and Governor Bradford, of Maryland, and Mayor Chapman, of Baltimore, issued a proclamation calling on the citizens to defend the city, toward which the Confederates were hurrying from several directions.

The proclamation said in part:

"It is not important how you come, but most important that you should come at once; come in your leagues, or come in your militia companies, but come in crowds, and come quickly."

Camden Station, meantime, was crowded with anxious citizens, among whom were many relatives and friends of Maryland soldiers engaged with Wallace at the Monocacy.

"Officers of the Baltimore and Ohio," says the historian, "were in their offices all night Saturday and during Sunday, with engines fired up and trains ready, awaiting the emergencies of the occasion."

At 8 a. m. on Sunday morning a special train bearing 311 wounded and sick arrived. Special trains were dispatched to Ellicott's Mills and the same evening the remnants of Wallace's command was brought in.

From then on the Confederates had their own way in the vicinity of Baltimore and the Baltimore and Ohio paid a heavy penalty for its loyalty to the Federal government. Tracks were torn up, wires cut and at every opportunity the invaders destroyed the Company's property. At one time when it was thought an attack was about to be made on the city all the Baltimore and Ohio locomotives were removed from Mt. Clare and occupied the tracks on Pratt Street in the heart of the city.

Meantime sufficient forces were gathered at Washington to defend the Capitol and the Confederates abandoned the attack planned.

J. D. Clarke Promoted to Assistant Superintendent Transportation

ANNOUNCEMENT was made on March 8 by H. B. Voorhees, general superintendent transportation, of the promotion, effective at once, of J. D. Clarke as assistant superintendent transportation, with headquarters in the general office building at Baltimore.

Mr. Clarke in his new position will more directly look after matters heretofore handled by W. G. Curren, superintendent transportation, who has been granted a furlough to accept service in the office of A. H. Smith, Regional Director of Eastern Railroads, New York City. Since December, 1913, Mr. Clarke has been chief clerk in the Transportation Department, and is thoroughly familiar with its operations. He has been connected with the Baltimore and Ohio since 1913, and for eighteen years prior to that time had general experience in various operating positions with the Big Four Railway. Mr. Clarke's intimate association with transportation features over several years well qualifies him for his extended responsibilities and the recognition now shown through his promotion is a source of pleasure to his many friends both in and out of railroad circles. Mr. Clarke was born in Louisville, Kentucky, in 1878.

C. W. Bodie, assistant chief clerk, has been advanced to the position of chief clerk, succeeding Mr. Clarke.

Balloon Anchor Damages Wires at Niles Junction

EARTHQUAKES, sleet, tornadoes and wrecks have played havoc with telegraph wires and now comes a balloon. The anchor of an observation balloon on March 4 put our telegraph wires at Niles Junction, Ohio, out of commission for a brief period.

What Kind of a Loser Are You?

By William H. Ball

Secretary to Superintendent Relief Department

WHAT kind of a loser are you? How do you meet defeat? What are your feelings toward an opponent who checkmates every move you make, and beats you in the game of life? Do you generously acknowledge his greater skill and foresight; or do you grow sullen and hateful toward the victor?

Perhaps you declare it is only his good luck; that Fate stacks the cards so you haven't a chance to win; and then, instead of preparing for victory in the next game, virtually admit your inferiority by a spiteful refusal to play again.

Isn't it likely that the real reason he won was because he knew the rules of the game better than you; that his skill was not due to genius or intuition, but the logical result of study and preparation for the contest? He, too, suffered many reverses at the outset, but instead of permitting them to thwart his ambition, every unsuccessful effort merely served to stimulate his determination to succeed. It was impossible for you to defeat him, because all previous failures taught him where and how false moves had been his undoing; and, with the serenity and confidence bred of experience and training, he promptly and properly appropriated the opportunities you left open to him when you made mistakes through ignorance of the game.

All men pity a bad loser; not so much because he lost, but for allowing failure to envelop him with such gloom and despair that he is surly and rude to those who seek to be his friends. Such a man scornfully declines advice and suggestions from those who sincerely wish to help him, and stubbornly insists that he played properly, and would have won the game if Fate or Luck had not always been against him.

Two men of equal ability begin work at the same time and place. One advances steadily to a position of prominence; the other struggles along and never rises above a subordinate clerkship at moderate pay. The unsuccessful man declares the other fellow got ahead through luck, "pull," or influence; while he, having to depend upon his unaided efforts, received no recognition. "What's the use of trying to get ahead when promotion depends upon the favoritism of men higher up, while merit is rarely or never considered," he says; and many times his sympathetic but misinformed auditors concur in these assertions. Such men not only blast their own chances for advancement, but insidiously undermine the ambition and sap the courage of the beginner entering the contest.

Beware of these gloom-casters! Do not allow the disappointed man to mould your opinions or fashion your career. Be admonished by his failure to avoid the mistakes that were obviously the cause of it. Devote your energies to a discovery of the reasons why the successful man got ahead. He is the one to follow, because he has blazed a trail through the wilderness of mediocrity and inefficiency, and has marked the places where deviations, however alluring, will lead one astray from the path to ultimate success.

Every office, store and shop has its bad loser and gloom-caster, who wrecks more ambitions, demolishes more ideals, and instigates more disastrous conspiracies than Mephistopheles and his band of evil spirits. Remember that such a person is a false friend, who should no more be trusted to point the way to advancement than you would expect a blind and deaf engineer to pilot your train to its destination without mishap.



Play Ball!

PLAY BALL! From the sunny south comes echoes of this command, music to the ears of every red-blooded American, as managers of big league teams drive their players on the field for the daily practice. Down where the breezes are balmy, pitching arms are being whipped into shape, batting eyes are renewing their keenness and muscles are being limbered up for the annual spring drive on the diamond.

Meantime in the shops and offices of the Baltimore and Ohio hundreds of devotees of the great American sport are eagerly awaiting the opening of the System-wide baseball season. This will be the third season, and it is hoped by the management that more teams than ever will enter the contest for the championship.

In 1916 the championship went to Philadelphia. Last year Cumberland captured the prize. This year? It's up to every division on the System to make an effort to "bring home the bacon." Get busy, and if there is not a team in your office or shop call the boys together and organize. Do it now! The season on the Baltimore and Ohio opens in May. Teams should begin practice not later than April 1.

The 1918 champions will hold for one year the cup given by vice-president A. W. Thompson, which becomes the property of the team winning it three seasons in succession. Other prizes may be offered later on.

During the first season more than ninety teams competed for the honor of winning the Thompson Challenge Cup. There is no reason why there should be less than one hundred teams this season. The competition will again be under the auspices of the Welfare Bureau and Dr. E. M. Parlett, chief of the bureau, is making every effort to arouse the enthusiasm of the ball players along our lines.

Mt. Clare Welfare, Athletic and Pleasure Association Plans Entertainment and Dance

THURSDAY, April 11, will be a red-letter day for the Mount Clare Welfare, Athletic and Pleasure Association, for on that evening the organization will hold an entertainment and dance at Lehmann Hall. Tickets at thirty-five cents each may be secured from any of the members and those who attend will find they have made a gilt-edge investment.

At the meeting of the association on March 13, H. A. Beaumont presided in the absence of president G. W. Smith and vice-president W. D. Lenderking. After the business session the entertainment committee took charge and presented a program that highly pleased the 300 members who braved a heavy downpour to attend.

The association's orchestra, directed by professor C. W. Hake and led by L. F. Schmatora, played a number of selections that were well received. There were vocal selections by W. Ruben, "Gus" Tew and J. N. Hittel. Three boxing exhibitions by Messrs. Cummings and Morgan, Hummelbach and Wiseman, and Williams and Albert helped enliven the occasion.

Concert by Glee Club and Mt. Clare Band Under Auspices of the Welfare Bureau Wins Applause From Soldiers at Camp Meade, Md.

THE Baltimore and Ohio Glee Club and the Mount Clare Band went "over the top" at Camp Meade, Md., on the evening of March 5 and "captured" several thousand boys of the National Army, who flocked to the main Y. M. C. A. building to hear the concerts given by the railroaders. In every sense the affair was a huge success, and reflects great credit on the two organizations.

Under the direction of Hobart Smock, the Glee Club presented a program that won the soldier boys from the first number—"The Star-Spangled Banner." As the notes of the national anthem came from the piano, at which John Duke presided, the audience rose as one man and stood at attention while the club sang the inspiring song. It was a sight worth traveling miles to see. On the floor of the auditorium were hundreds of young men—in the prime of life—standing in respect to the song that was written not many miles from their camp at a time when the fate of the United States hung in the balance. There they were, assembled by virtue of one of the fairest and most momentous laws ever passed by their government, eager and willing to go forth and fight for the same principles that have made and kept us a nation.

On the stage were forty men in civilian garb and twenty-one wearing the blue and gold of the Baltimore and Ohio —men who are part of the great railroad army, upon which the men in uniform depend for the transportation of food, clothing and equipment. Having finished their day's work in office and shop they had journeyed to the camp to provide entertainment for the soldier boys.

Down in the audience was a number of Baltimore and Ohio men who have answered the country's call. Between numbers there was much handshaking as one after another advanced and asked how things were progressing with the railroad. All expressed the highest praise for the manner in which they are being treated by the government. A look at any man in uniform who entered the big "Y" building that evening was sufficient to convince anyone that the boys in khaki are receiving the best of treatment and every one of them is a better man physically than he was the day he entered the camp.

Lieutenant Robert M. Van Sant, formerly editor of the MAGAZINE, who was furloughed when he entered the Officers' Training Camp at Fort Myer nearly one year ago, was in the audience. He was "discovered" by a member of the Glee Club and the word was passed along. It may be imagination on the part of the writer, who was seated in the audience, but it did seem that his presence put just a little more "pep" in the singers. It was largely due to the efforts of Lieutenant Van Sant that the Baltimore and Ohio Glee Club was formed.

One of the big "hits" of the evening was the singing of several solos by H. C. Gerhold. Then there were some stories by Mr. Smock. Did the soldiers enjoy them? Did you ever hear Mr. Smock? If you have, the question is answered—if not, you have missed a big treat!

The Mount Clare Band, under the direction of C. W. Hake, was at its best that night. When one realizes that there is a number of "crack" bands at Camp Meade, and considers the whole-hearted applause that followed each selection by the Mount Clare musicians, full appreciation may be gained from the fine compliment paid them.

All the Baltimore and Ohio men enjoyed the trip, which was made in a special car provided by the Washington, Baltimore and Annapolis Electric Line.

Shortly after their arrival at the camp, they did full justice to an excellent meal provided by the Young Women's Christian Association at the "Hostess House."

The members of the Glee Club who helped entertain the soldiers were: Hobart Smock, director; H. C. Gerhold, soloist; John Duke, accompanist; A. S. Hardwick, E. M. Hoos, C. M. Perry, John Blank, William Ellison, W. Tully, J. Dell, K. C. Rowlee, first tenors; B. H. Andersen, J. H. Hart, R. H. Dienhart, H. O. Fankhanel, R. Clymer, O. R. Lutz, B. A. Lippert, C. X. Hale, George Eichner, G. W. Elste, J. M. Schneider, H. A. Sandlass, Joseph Lang, second tenors; C. E. Mitchell. J. E. Waugh, T. N. Forrest, H. Freeman, W. H. Hartlove, W. Luers, first bass; J. O'Toole, W. Krager, C. K. Towsend, E. A. Hain, C. Baumgarten, W. D. Hedeman, Charles Ball, H. Bangs, second bass.

In the band were C. W. Hake, director and manager; Messrs. Kracht and McCarthy, solo cornet; L. B. Frey, first clarinet; Charles F. Smithson and John Boswell, bass; H. T. Grim, baritone; Leo Hitselberger, first cornet; Lawrence Vincent and James J. Beranak, second cornet; W. S. Englehart, solo alto; L. Linhart, first alto; W. T. Riley, second alto; Charles C. Chaplin, first trombone; Joseph Merson, second trombone; J. C. Brooks, third trombone; Joseph McKenna, bass drum; Charles Kohler, cymbals; Louis Schwatora and F. L. Smith, snare drums; George C. Owens, tenor saxaphone.

"When the Call Came" Shown at Camp Sherman and Camp Taylor

"WHEN the Call Came," a two-reel patriotic moving picture, which has been exhibited by the Baltimore and Ohio at Camp Sherman, Chillicothe, Ohio, and Camp Taylor, Louisville, Kentucky, has been highly commended by the officers and soldiers who have seen it. During its run of two weeks at the former cantonment it helped in a great measure to relieve the monotony of camp life as was also the case during the ten days it was shown at Louisville. It is the intention of the Company to put the picture on the screen in several other army camps. Arrangements for showing the film were made by George W. Squiggins, general passenger agent, who has received a number of letters saying, "it has made a decided 'hit' wherever shown."

The scenario was written by Jack Lait, of the Chicago *Herald*, and was produced under the direction of W. E. Lowes, general passenger agent. The entire action from Chicago to New York was on one of our regular trains, and a feature of the making of the film was that several passengers en route took part in the play. Many of the scenes were stopped by soldiers until proper credentials were presented and explanations had to be made at Washington and New York as to the real purpose of the picture. A pleasing spirit of patriotism prevails throughout the play, and a deep impression is made by the production. The nature of the film arouses the patriotism of every true American, and it, no doubt, will have a most inspiring effect wherever it is seen. The play abounds in stirring and unexpected developments.

Employes at Glenwood Shop Start a Glee Club

THE Glenwood shop employes have organized a Glee Club, and at the present time have the following: three first violins, two second violins, bass violin, oella, piano, cornet, trombone, clarionet and flute.

Meetings are being held each Thursday evening in the assembly room, Baltimore and Ohio passenger station, Pittsburgh, and all employes are invited to attend. All employes should get into this and make it a success. "Let Glenwood show Mt. Clare that they are on the map in this respect," is the word that is going around.

This is a good chance for the musicians and singers to show what they can do.

Superintendent Stout and chief clerk Rock are very much interested in the club and it will be a huge success if employes get interested at once.

Superintendent Broughton Gives Dinner

In Honor of Men Who Set New Freight Movement Record at Connellsville

IN recognition of the celerity with which 1,010 carloads were moved east out of Connellsville Sunday, March 3, superintendent M. H. Broughton gave a dinner in honor of master mechanic T. R. Stewart and his foremen at The Arlington, Connellsville, Pa., on March 4. An idea of the enormity of the task may be gleaned from the fact that 64,000 tons of freight was moved, a new record. In order to accomplish this very creditable work, thirty-three engines were required—sixteen being of the "S" type, fourteen "Q" and three of the E-27 class. Each train had a 6000 engine on the head with a helper on the rear.

Following are the men who participated at the banquet:

M. H. Broughton, superintendent; C. M. Stone, assistant superintendent; W. O. Schoonover, chief clerk; T. R. Stewart, master mechanic; C. A. Cage, general foreman; Thomas Nee, roundhouse foreman; B. Opperman, engine dispatcher; M. O'Connor, hostler foreman; L. H. Bowers, night foreman; F. A. Sliger, assistant roundhouse foreman; E. W. McCormick, boiler foreman; Thomas Logan, tin and pipe shop foreman; J. Weinxeril, carpenter foreman; J. J. Comiskey, night boiler foreman; H. Dinsmore, blacksmith foreman; Thomas Donegan, machine shop foreman; F. Barnhart, erecting shop foreman; H. M. Hostetter, engine dispatcher, night; J. S. Jacobs, hostler foreman; W. E. Finn, clerk; F. Friel, roundhouse clerk.

After they had done justice to themselves in the way of feasting—and it is only logical to conclude that they did this in fine style if one is to judge from the choice menu—short talks on organization and team work were made by superintendent Broughton, assistant superintendent Stone, master mechanic Stewart and general foreman C. A. Cage. The master mechanic and those who have been cooperating with him in the very fine showing they have made were lauded by the superintendent. "Joe" Bensinger, the genial proprietor of The Arlington, was warmly praised for the excellent menu which he prepared for the occasion. Here is the bill of fare which he provided and it shows that he has not only acquired a good knowledge of the culinary department, but also of the terms used in railroading.

THE ARLINGTON
CONNELLSVILLE, PA.

MENU

Soup—"Boiler Wash"
Consomme—"Oil House"
Chow Chow—"Cinder Pit" Olives—"Tested"
Celery—"Farm"
Prime Roast Beef—"A la Nee"
Roast Pork—"T. Roast Stewart"
Apple Sauce Macaroni—"Back Shop"
Fruit Roll, Wine Sauce—"Electric Welded"
Combination Salad, French Dressing—"Dressing, Eve Style"
Mashed Potatoes—"Steam Hammer"
Boiled Potatoes—"Super Heater"
Sweet Potatoes—"Brazed"
Cabbage—"Lubricated"
Pickled Beets—"C. A. Cage Style"
Ice Cream—"Stoker Fed" Pie—"Saturated"
Wafers—"Arch Brick" Cheese—"Rod Cup"
Tea—"Rule G" Coffee—"Sand House"
Milk—"Goat's"
Cigars—"Smokeless"

In these days when every available car is urgently needed by the government to transport our troops and their needs, it is extremely gratifying to know that the Baltimore and Ohio has such an efficient corps of workers as that on our Connellsville Division. They are doing their bit in a very substantial way toward winning the war. Their praiseworthy efforts might well be emulated by every other division on the System. Such men are of the utmost value in this crisis, and their actions denote the highest spirit of patriotism.

Camouflage—the Art of "Make-Up"

From "Dupont Magazine"

THE use of this word in connection with military affairs has tended to create the impression that it has a hidden military meaning. This is contrary to the facts, as it is simply slang, borrowed from the French stage. Its real meaning is "make up." In its original use it applies where

"Little grains of powder,
Little dabs of paint,
Make a girl of forty
Look like what she ain't."

The present camouflaging is simply making objects, principally military machines, look like something else—a haystack or a bush—in which practice the painters are simply copying from Nature's most effective disguises, through which only the expert can see.

The chameleon is an artful little camouflager, being able to change his color to resemble the object on which he lies. It is an excellent defense for him, as he is too small to fight, and does not care to spend too much time fleeing from his enemies, who desire his body for dinner.

The American bob-white adopts a medley of colors—reddish, black, brown, yellow and white—that completely harmonize with the foliage colors during all seasons of the year. He is present in person, but lost to sight.

The parrot fortifies the defense produced by his raucous voice by brilliant colors that blend perfectly with the brilliant foliage of his tropical home.

The reindeer, ptarmigan and practically all timid birds and animals, find their chief defense from their enemies in colors that blend into their surroundings.

Many savage tribes used camouflage to wonderful advantage in warfare. The American Indian often carried the practice to great limits, even selecting the gaudiest of colors in cases where the natural colors of the land were bright.

For many years the question of vanishing colors has been under serious consideration in the modern armies, especially in the matter of uniforms, and to a lesser extent in the colors selected for heavy equipment and wagon trains. The first extensive modern application of the art was made by General Smuts of the British Army in the Boer War, when wagon covers, tents and other objects that would readily attract attention were painted with colors that harmonized well with the surroundings.

Changes in colors have been most apparent in the American Navy, which, before the Spanish-American War, was of a showy and easily seen white that revealed its presence until it was lost to sight over the horizon. Later the less easily seen battleship-gray was adopted as the standard color, and today more elaborate color schemes are used to disguise its presence.

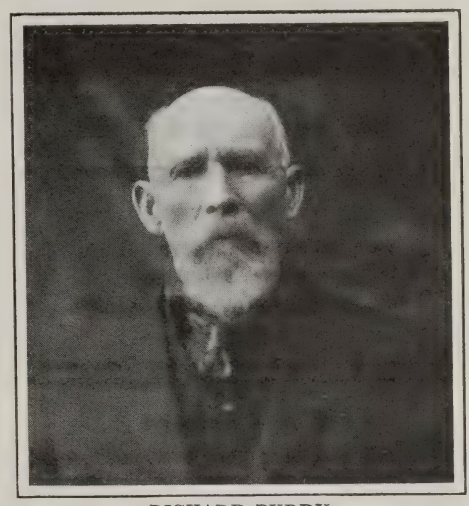
The modern army is now using every known device for camouflage. The olive drab or khaki-colored uniform blends into the landscape and is lost to sight much sooner than the more brilliant colors formerly worn by troops. Flashing breastplates, buttons, and polished equipments of all kinds have been absolutely discarded for others that do not shine.

The Alpine troops, fighting above the snow lines, went to great extremes in

painting themselves white, so that there was no contrast with snow during the day, and for night duty troops have painted themselves black for easier hiding. During the spring and early summer, green colors are used, and as the season progresses, daubs of yellow, red and golden tints are used to duplicate the color effects of the advancing season.

The effective application of camouflage to color does not lie in adopting any one color, but in smudges of several colors that may appear most apparent at close range, but which gradually lose shape, appearance, size and even location as distances increase. Some of the useful colors would seem illogical were their usefulness not backed up by practice or substantiated by the study of the colors of birds and animals. Extensive use is made of white, gray, ultramarine, black, yellow and lavender, and of peculiar arrangements of spots, daubs and wavy stripes. Many of the vessels sailing the barred zones give a general impression that might be compared to a futurist's dream depicted by the hands of a novice in painting—one wonders what they actually are.

For many years paints have been used for most artistic camouflages and deceptions in and about the home and on country estates. Unsightly buildings are partially hid by carefully selected colors and combinations of tints that fade into the background. The red barn would not appear half so large or so unsightly were it given a less contrasting color, and the garage or chicken coop could be so concealed by color that one would experience difficulty in telling exactly where the rose bush stopped and the building began. In other cases more attractive objects can be brought out more distinctly by carefully selected colors, thereby masking, by contrast, those less sightly.



RICHARD PURDY

THE above is a photograph of Richard Purdy, a pensioned engineman now living on his farm near Keyser, W. Va., who called at the Baltimore and Ohio Building recently and renewed some old acquaintances. He told J. E. Spurrier, who has been in the service of the Company longer than any other who has held an official position, that he rocked him in a cradle at Plane No. 4, Md., in 1849. In those days Mr. Purdy was engaged sawing wood for locomotives.

Strange as it may seem, when Mr. Spurrier started to school at the age of eight years Richard Purdy, then twenty-one years old, attended the same school. After learning to read and write, Mr. Purdy secured a position with the railroad and was soon promoted to engineman.

Attention, Shopmen and Car Inspectors!

Hot bearings were responsible for $10,813.00 damage by fire to property of this railroad during 1917.

Help us reduce this by careful inspections of bearings.

—Supervisor of Fire Prevention.



Baltimore and Ohio Employes Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

War Gardens

WAR gardens last year not only increased the nation's food supply, but their produce is still doing much to save communities from positive food shortages, as accumu'ated household stores are drawn upon. This being so, it becomes important not only to increase the number of gardens this year, but to plant more substantial products, such as potatoes and beans, to supplement the perishables which must be used during the summer. Potatoes and beans can be raised in practically all sections of the United States, and are of the utmost value from a food standpoint, and also in the conservation of railway facilities and the relieving of local food shortages.

Don't Ride the Bumps of the War News!

DO YOU ride all the bumps of the war news from day to day? Many good patriots do. Each morning brings its passing changes in the war situation; now gloom in the form of a setback on the western front, or further disintegration in Russia, or rumors of delay in our own war preparations. Next morning, like as not, there will be something of a hopeful nature, such as the checking of the Huns' drive in Italy, or a raid by the British or French, or good news here at home.

To follow and feel all these glees and glooms from day to day is human and exciting.

But it involves much useless wear and tear of the spirit.

There is another viewpoint—that of disregarding the daily shifts and changes in the war situation, keeping one's attention concentrated on the long haul of war and the final result.

That haul is still a long one. For Germany is not beaten yet, but the results are sure, because we have right on our side, and also the largest battalions. If you grow warm and then cold, and alternate between enthusiasm and depression with the daily news changes, you not only waste your energy, but are likely to fluctuate in your policy as a business man and your determination as a patriot. The good resolution to save food, support Uncle Sam financially and cheerfully, adjust your business and habits to the war program will be stiffened on the morning that you read about some Hun atrocity against our own soldiers in France. But in a week there may be news of a different character, which leads you to let down a little, on the assumption that Germany has begun to crack and that the war is about over.

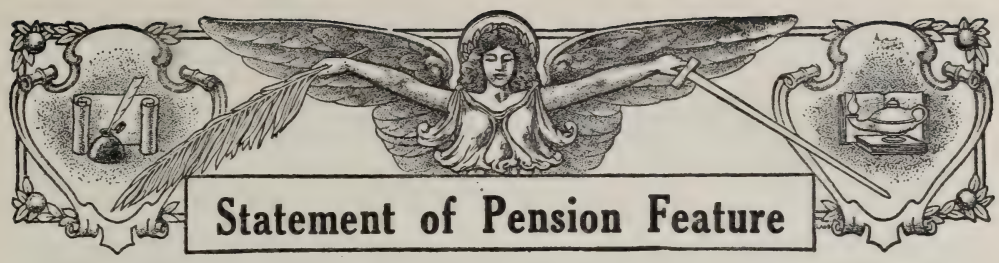
It is good business, good patriotism and good conservation to forget most of the headlines in the morning paper and concentrate strictly upon the long, hard grind between today and the final result. That will save your spirit, buck up your resolution, and enable you to do your utmost in winning the war.

Moreover, it will enable you to get out of the war, as a business man and a patriot, the utmost benefit from war adjustments. Those adjustments make for wiser and more economical personal habits, as well as a business grounded in sound economy.

Even should peace come tomorrow you can never go back to the old heedless wasteful ways either in business or livelihood.

Don't ride the bumps of the war news!

Settle down in harness for the long, grim haul that counts!—JAMES H. COLLINS.



Statement of Pension Feature

Employes who have been honorably retired during the month of February, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bolander, William L	Car Builder	M. P	Indiana	10
Doerflinger, Charles	Yard Clerk	C. T	Newark	47
Harrison, Albert O	Yard Conductor	C. T	Indiana	45
Hoover, George M	Receiving Clerk	C. T	Baltimore	45
Reynolds, Irrenious O	Engineer	C. T	Pittsburgh	35
Robinson, George	Switchtender	C. T	Newark	44
Shannon, Michael N	Tool Room Man	M. P	Cumberland	46
Tenney, Edward P	Agent	C. T	Indiana	41
Wiebel, August J	Fireman	C. T	Cumberland	48
Wilcom, John J	Engineer	C. T	Baltimore	44

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1917, over $312,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,294,767.45.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPART-MENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Walker, Worthington H.	Agent	C. T	Monongah	Jan. 3, 1918	40
Eberle, Christian	Machinist Helper	M. P	Chicago	Jan. —, 1918	18
Williams, Joseph M	Fireman	C. T	Chicago	Jan. 25, 1918	28
Conley, William	Engineer	C. T	Ohio	Jan. 25, 1918	52
Burke, Cornelius W	Freight Clerk	C. T	Cumberland	Jan. 26, 1918	22
Conn, John W	Carpenter	M. P	Baltimore	Jan. 31, 1918	27
McWilliams, Robert W.	Engineman	C. T	Monongah	Feb. 2, 1918	46
Malone, Columbus	Sealer	C. T	Baltimore	Feb. 3, 1918	45
Maxon, Calvin H	Crossing Watchman	C. T	Ohio	Feb. 4, 1918	33
Marks, Thomas J	Locomotive Engineer	C. T	Philadelphia	Feb. 5, 1918	47
Berrett, John T	Car Repairer	M. P	Cumberland	Feb. 11, 1918	43
Kircher, Godfrey	Helper	M. P	Baltimore	Feb. 12, 1918	23
Selby, William E	Crossing Watchman	C. T	Baltimore	Feb. 14, 1918	29
Ehlandt, Albert J	Machine Hand	M. P	Baltimore	Feb. 15, 1918	25



Home Dressmaker's Corner

Courtesy "Pictorial Review"



An Interesting Bath Robe in White Albatross Trimmed with Black Silk

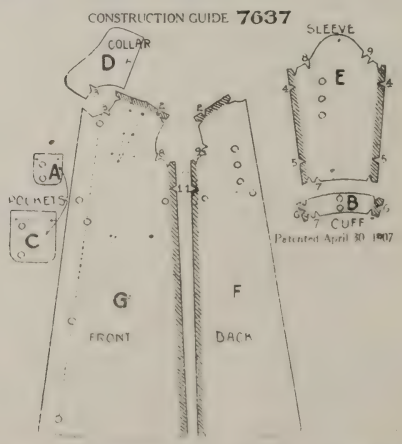
AN entirely new idea is introduced in this bath robe of white albatross trimmed with black silk braid. The design is also suited to development in bordered materials. The high neck is finished with a square collar, while turn-back cuffs trim the one-piece sleeves. The fulness at the waist is held in with a cord, or a straight strip of self-material slipped through straps at the under-arm seams and tied in front.



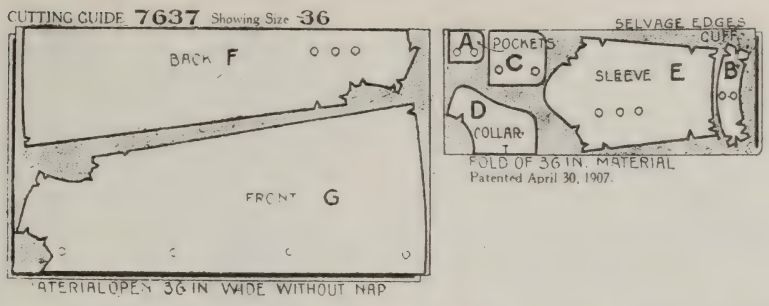
BATH ROBE IN WHITE ALBATROSS

To make the bath robe in medium size requires 4⅞ yards 36-inch material, with 6 yards of braid. If made of bordered material, the collar should be cut on a crosswise fold and on the bordered edge.

To cut the front and back of the robe, take two open widths of material and lay



them on a table or other smooth surface, right sides facing. Place the large "O" perforations along a lengthwise thread, the straight edges of the pattern running along the selvage of the goods. Take the remaining material and fold it in half. Along the lengthwise fold place the collar, the sleeve being laid to the right of collar



with large "O" perforations resting on a lengthwise thread. The cuff is placed to the right of the sleeve. To the left of the sleeves are the pockets, large "O" perforations on a lengthwise thread.

If the robe is made of bordered material cut off hems at front edge of front and upper edges of pockets along bordered edge of material.

The closing of the back seam is the first process of construction. Follow notches as shown in guide, then take up a dart in front at shoulder, bringing together and stitching along corresponding lines of small "o" perforations. Close under-arm and shoulder seams as notched. Turn hem in front on small "o" perforations. Stitch a strap of material 1¾ inch long and ½ inch wide (when finished) at under-arm seam, with center of strap at single small "o" perforations in back. Slip a cord or a straight strip of material through the straps and tie in front.

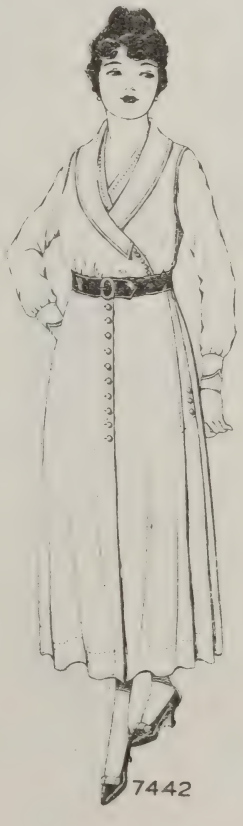
Next, take the collar and line or face, and sew to neck edge, with notches and center-backs even. Then turn the hems at upper edges of pockets on small "o" perforations. Adjust to position on front of robe, with upper edges between indicating small "o" perforations. Adjust small pocket on left front only. The braid should be stitched on before the pockets are attached to the robe.

Then, close the seams of sleeve and cuff as notched. Face cuff and sew to lower edge of sleeve with notches and seams even. Sew sleeve in armhole as notched with small "o" perforation at shoulder seam easing in any fulness between the notches. Hold the sleeve toward you when basting it in armhole.

Bath Robe No. 7637. Sizes, 34 to 44 inches bust. Price, 20 cents.

No. 7442. Ladies' Dress (25 cents). Eight sizes, 34 to 48 bust. Width at lower edge of skirt in 39-inch length with plaits drawn out, about 2¼ yards. Size 36 requires 5¼ yards, 36-inch material for dress with round collar, or 4⅞ yards 36-inch if made with pointed collar; ⅞ yard 36-inch for underbody. Three-piece skirt gathered at back, plaited at sides, and attached to waist at raised waistline.

Pictorial Review patterns on sale at local agents.



Modes of Distinctive Charm

The youthful effect of the suspender frock makes it a favorite and it is fascinatingly featured in jeune fille apparel this season. The white serge skirt pictured to the left is worn with a blouse of dotted swiss trimmed with a white linen collar. The suspenders are lapped at the shoulders with large pearl buttons. Medium size required 3¼ yards 48-inch serge and 2½ yards 36-inch batiste.

Checked crepe forms the overskirt that is mounted over a plain satin foundation of the second model. The waist fastens in single-breasted effect and has a collar of the checked material. The tunic is slashed at the sides and trimmed with satin buttons. In medium size the model requires 3½ yards 40-inch crepe de chine and 3 yards 40-inch satin.

First Model. *Pictorial Review* Costume No. 7583. Sizes, 14 to 20 years. Price, 20 cents.

Second Model. Waist No. 7613. Sizes, 34 to 42 inches bust. Price, 20 cents. Skirt No. 7602. Sizes 34 to 40 inches waist. Price, 20 cents.

Pictorial Review patterns on sale at local agents.





Paris Clings to Straight Lines

Straight belted and full of soft folds, the skirt of black satin checked with white is charming for wear with separate blouses of crepe Georgette. A jabot of self-material and a deep shawl collar trims the blouse which, in medium size, requires 2¾ yards 36-inch material. The skirt requires 3¾ yards 36-inch satin.

The lines of the maize cashmere one-piece frock are unusually smart. The skirt is laid in large plaits over panels of checked silk and this silk forms the wide belt and deep shawl collar and cuffs. Skirts are narrower than usual for spring, but they are so trimmed with plaits and tunics that their reduced size is not noticeable. This dress requires 4 yards 54-inch cashmere and 2½ yards 40-inch silk.

First Model. *Pictorial Review* Waist No. 7647. Sizes, 34 to 44 inches bust. Price, 20 cents. Skirt No. 7657. Sizes, 24 to 32 inches waist. Price, 20 cents.

Second Model. Costume No. 7662. Sizes, 14 to 20 years. Price, 20 cents.

Pictorial Review patterns on sale at local agents.



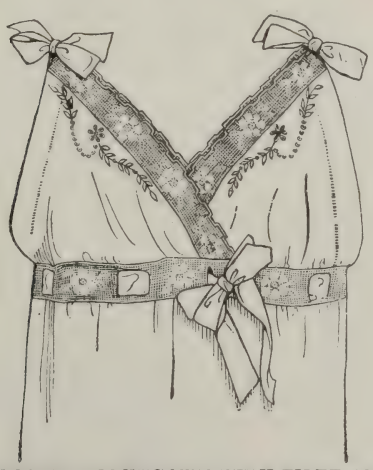
The Needleworker's Corner

New Things in Filet Crochet and Embroidery

By Kathryn Mutterer

Courtesy "Pictorial Review"

A ROSE in filet crochet is almost as attractive as in nature, and its beauty surely will be appreciated as pictured in the accompanying illustration of a nightgown. Cut in surplice effect without sleeves, the gown expresses the last word in smart lingerie. The neck is finished with a band of filet crochet, while the fronts are delicately trimmed with hand-embroidery done in solid satin and eyelet stitches. A band of filet insertion mounted just below the fastening gives the Empire outline so much in favor. At the shoulders there



SURPLICE NIGHTGOWN WITH FILET AND EMBROIDERY

are full bows of pink satin ribbon and ribbon is laced through the insertion above the waistline.

The boudoir pillow is as dainty as it can be. It is fashioned of handkerchief linen and has a three-letter monogram, which may be worked in raised satin stitch. The padding of *the letters* must be carefully executed to make them higher where the strokes are broadest.

The filet crochet bands in butterfly design are worked with crochet cotton No. 100 and a steel hook No. 14. The



BOUDOIR PILLOW WITH MONOGRAM AND FILET ENDS

crochet is 2¾ inches wide and the butterflies measure the same from tip to tip of their front wings. The case is open at both ends, showing a dainty puff of the soft satin which is used to cover the pillow. Ribbon ties 2 inches wide matching the satin of pillow, hold the case in place.

Pictorial Review No. 12182—Design stamped on white nainsook for the square or surplice nightgown, size 32, 34 or 36 bust, including working pattern and directions for the filet crochet on surplice nightgown, $1.40.

Filet Crochet No. 9. Directions, 10 cents.

Monogram L. E. G.—No. 501—Any three letter monogram in this size, 50 cents; for every additional inch, add 10 cents. Monograms up to 2 inches 35 cents. Pillow 13 by 20 inches.

Pictorial Review patterns on sale at local agents.

Safety First Roll of Honor

Staten Island Division

Yard Conductor John Weiss, St. George Yard, noticed defective equipment on car while extra 28 west was pulling out of yard. He immediately notified yard office and had train stopped at Port Richmond, at which point inspection was made and car was set off at Arlington. Conductor Weiss was commended for his keen observation.

On December 16, while walking up dock 4, St. George, Captain H. McIntyre discovered lighter 319 made fast with one line; corner of the lighter was caught under the dock. He immediately took measures to release the lighter by slackening the line, which permitted it to drift out from under the dock. Captain McIntyre is hereby commended for his watchfulness and prompt action.

On December 24 at 7.00 a. m. Captain McIntyre found barge 106 adrift in the stream off dock 6, St. George, S. I. He picked up barge and made it secure on the north side of dock 6, St. George. Captain McIntyre is hereby commended.

On the morning of February 17, during a rough sea, Thomas Quigley, mate on tug boat Cowan, discovered three lighters near the end of slips 3 and 4, Bush Docks, in danger of being damaged by the rough sea. He jumped over on the lighters and while tug boat Cowan held them back with head line, dropped them down the slip one by one. Mate Quigley has been thanked by the management.

At 6.28 p. m. January 25 trainman F. Van Nostrand, while walking on westward platform, Mariners Harbor, noticed a man lying between the south rail of the eastward track and the station platform. He immediately went to the man's assistance and flagged train No. 168, which was coming on the eastward track at the time. Mr. Nostrand has been commended for his keen observation and the prompt action taken.

At 11.35 a. m. February 10 trainman G. C. Decker, train No. 324, conductor J. J. Holman, discovered defective equipment on combination car 71 at St. George, and had car set off. Mr. Decker was commended for his keen observation.

While extra 1632 west, conductor McDonald and engineer Horan, was passing Mariners Harbor telegraph station at 10.17 a. m. February 24, operator Joseph King noticed defect on a car in train. He notified Arlington, where train was stopped and car set off. Mr. King is commended for his prompt action.

Philadelphia Division

While Philadelphia and Reading extra east 698 and 1614, double headed, and Baltimore and Ohio engine 4082 was passing RA Tower on February 20, P. Brannon, operator at Chestnut Street, noticed defective equipment on one of the cars. He succeeded in having the car stopped at Vine Street, and repairs were made by the crew.

While train No. 502 was passing Poplar tower G. W. Elste, signal repairer, noticed defective car equipment, and with the cooperation of Eli Corbin, Jr., succeeded in having the train flagged at Lorcley, where the car was temporarily repaired and then set off at Van Bibber. Mr. Corbin has been particularly alert in detecting defective equipment.



ELI CORBIN, JR.

Cumberland Division

The accompanying picture of Homer R. Didawick, a farm laborer in the vicinity of Romney, W. Va., who, while walking along the tracks, discovered a fire at Bridge 14 in that neighborhood. Knowing that a train was soon to approach and no one being near to assist him in extinguishing the flames, he carried snow in his hands until the train arrived, flagged it and with the assistance of the crew put out the fire.



HOMER R. DIDAWICK

Mr. Didawick's interest in the welfare of the Company undoubtedly prevented damage to property and delays to trains and deserves commendation.

While extra 4267 west was passing Martinsburg at 2.23 a. m. February 10, operator J. L. Schroder observed a hot box fifteen cars from engine. He communicated with pumper located in the west end of the yard, who advised that the box was hot passing that point. The crew was notified at West Cumbo.

At 3.15 a. m. February 17, while extra 4181 east was passing Martinsburg, operator J. L. Schroder noted hot box twenty-five cars from engine. He sent notice to conductor by helping engine, and box was given attention at Opequon.

At 5.25 a. m. February 18, while extra 4188 east was passing Martinsburg, operator J. L. Schroder observed hot box thirty cars from engine. Handed conductor note as caboose passed. On examination at Opequon, it was found necessary to set car off.

While extra 4862 west was passing Green Spring at 6.32 a. m. February 19, operator J. D. Rockwell observed defective equipment under car. He notified crew, who stopped train and removed the defect.

At 4.20 p. m. January 23, while on his way home from work, H. H. Chambers, first trick operator at Engles, W. Va., discovered a defective track condition at pole 83-5 on eastward high speed track. Mr. Chambers went back, flagged first No. 6 and called trackmen to make repairs.

While extra 4240 east was passing Green Spring at 2.15 p. m. January 26, operator B. A. McCullough noted defect under twenty-fifth car from engine. He promptly took action that prevented further damage and arrangements were made to correct the trouble at Okonoko.

Monongah Division

Inspector R. Atchison, Weston, W. Va., discovered a defect in wheel on engine 873, and made a prompt report.



R. ATCHISON

On January 21 Mrs. Lee Beach, Deanville, W. Va., notified proper authorities about a landslide at Anglin Cut, below Deanville. This was just before train No. 61 was due.

Wheeling Division

On February 6 flagman M. M. Haught discovered defective equipment on T. H. & B. car 449, train extra east, engine 2588, after he had set brakes on same in Grafton yard. A commendation mark has been placed on the record of Mr. Haught.

Cleveland Division

John McElroy, a farmer, living near Medina, Ohio, on February 5 discovered a defective rail on our track at his farm crossing at Smith Road, and immediately notified trainmaster, who had necessary repairs made. Mr. McElroy has received a letter from the division superintendent commending him for his interest and action taken.

Newark Division

On February 15 J. Decker, residing near Lowell, telephoned to our agent at Lowell that he had found a telegraph pole across the tracks near his farm, and that he was going down the track to flag passenger train No. 57, which was due at that place. He succeeded in flagging the passenger train. Mr. Decker has been highly commended for the action taken in this case.

Master George Johnston, thirteen year old student, while on his way to school at Ankenytown, January 23, discovered a defective main track rail at a point one mile west of that place. Train No. 46 was due in twenty minutes and by prompt action the boy succeeded in notifying track foreman in time to permit him to flag the passenger train. He has been commended for his thoughtfulness and prompt action.

Prompt action on the part of passenger fireman G. A. Wolford, on duty on train No. 34, January 26, when engine of that train derailed on siding and fouled main track, won a well deserved commendation mark on his service record. When engine derailed fireman Wolford immediately secured a red lantern and ran down the track and flagged train No. 33, which had meet with No. 34. This occurred during a blinding snow storm and fireman Wolford had a distance of seven pole lengths to stop train No. 33.

Connellsville Division

On February 2 J. Rohm, of Smithfield, Pa., found and removed a number of pieces of iron from our main track about one mile east of Smithfield station. He has been commended by the superintendent for his interest in the Company's welfare.

On January 29 at 3.30 p. m., while train of extra west, engine 2792, was pulling by Stoyestown station, agent C. H. Snyder noticed a defect on the engine. He stopped train and the engineer made repairs. He has been commended.

Accompanying is a photograph of Homer Cook, of Mance, Pa., who was commended by superintendent Broughton for his detection of a defective rail near Manila and who braved a storm to inform the section foreman of the defect. An account of this youth's commendable action appeared on page 51 of the February, 1918, issue.



HOMER COOK

New Castle Division

On February 27 track foreman C. W. Stentz, at Lodi, O., noticed a defective condition on extra 4098 east which he promptly reported to crew and they had it corrected. Mr. Stentz's superintendent has written him a commendatory letter.

Operator V. P. McLaughlin at BD Tower, Akron Junction, noticed rough movement of train at loop line switch, Akron Junction, on February 18, and on investigating found a condition which he had remedied at once.



V. P. McLAUGHLIN

On February 22 Lester Goodwin, flagman on the hill engine at Akron Junction, noticed a condition in train of extra 4036 east, which he reported and had corrected. We desire to thank Mr. Goodwin through the columns of the Magazine for his interest and action in this case.

On February 10 flagman G. N. Wylie, on extra 4004 west, discovered a condition at Akron Junction, which he reported at once and had corrected. He has been commended for his prompt action in this case.

Conductor J. H. Durant, in charge of east end Peanut Run, operating between Akron Junction and Ravenna, on February 9 found a piece of equipment along the tracks at Ravenna. He immediately inspected his train and discovered a defective car. He has been commended for his vigilance.

On January 30 as extra 4043 was passing BD Tower, Akron Junction, operator V. P. McLaughlin noticed a double load of heavy timbers apparently in an unsafe condition. He notified operator at XN Tower, east of BD Tower, and the double load was set off at that point for necessary repairs. Those who read the Safety First Roll of Honor carefully each month will remember that Mr. McLaughlin's name has been in the Magazine a number of times, as he is one of the most wideawake employes of the New Castle Division. He has been in the service since 1890, and has three commendatory entries on his record besides several commendatory letters from his superintendent.

Chicago Division

On January 16 car inspector H. A. Stuck observed defective rail east of Coburg and took necessary action to protect dangerous condition while repairs were made. He has been commended for his alertness.

On January 6 conductor E. Hemingway, of South Chicago, reported several cars in his train with seals broken and cars opened while train was standing at I. C. crossing. With information furnished by Mr. Hemingway, our Police Department was able to apprehend the thieves and disband a gang making their headquarters in this locality. His good judgment and interest displayed in this case is commended.

Charles Ramsey, employed as crossing watchman at North Baltimore, Ohio, discovered defective equipment on car of passing train on January 29 and succeeded in stopping train and having car set off. Mr. Ramsey is one of our wideawake employes and is always on the lookout for dangerous conditions. He has been written a letter of appreciation by superintendent Jackson and entry has been made on his service record.

Brakeman L. H. Kennedy has been commended by superintendent Jackson for discovering defective equipment on Baltimore and Ohio car 132995 while at Tiffin, Ohio, on January 25. The alertness of Mr. Kennedy is appreciated. Proper entry has also been made on his record.

While deadheading on train No. 37 on January 29, engineer P. R. Brennan, without solicitation, assisted in disconnecting engine when eccentric rod broke. His assistance reduced to a minimum the delay. For his voluntary assistance and interest he has been commended by superintendent Jackson.

On January 28 track foreman Otto Wiebeck observed defective equipment on passing train. Train was stopped and dangerous condition corrected. He has received a letter of appreciation from the superintendent and notation has been made on his service record.

Ohio Division

Ernest Robinette, fireman on train No. 1, February 7, discovered a defect on baggage car in his train. He informed his engineer and the train was stopped. A commendable entry has been placed upon the record of fireman Robinette.

On January 30 trackwalker Elmer Fannon found a defective rail at pole 19-10, Midland District. He flagged trains Nos. 35 and 31 over the rail and then placed angle bars on it.

On January 16 while train No. 99 was passing through Washington, track foreman C. H. Orihood noticed defective equipment on one of the cars. The train was immediately stopped. A commendatory entry has been placed upon the record of track foreman Orihood for his close observance.

As No. 1 passed Zaleski February 7 O. J. Moriarty, pumper at Zaleski, discovered defective truck on baggage car while checking yard at west end Zaleski. He called operator and had train stopped at Dundas, where car was set out.

Indiana Division

On February 3 operator A. R. Huber, Ivorydale Tower, noticed defective equipment on a car when extra 2913-2712 west was passing that station. He immediately notified conductor to stop train.

On January 31 operator A. R. Huber, Ivorydale Junction, noticed defect on train extra 2713 west passing Ivorydale Junction at 9.52 a. m. He flagged train.

No. 3 on January 19 was delayed one hour and fifty-eight minutes at Rivervale owing to defect discovered on mail car 63, switching car to rear and correcting defect.

Engineer G. W. Gottberg, who was deadheading on train No. 3 at the time accident occurred, rendered valuable assistance in getting the car in shape to move on the rear of No. 3. He has been commended by the superintendent.

On February 11 section foreman Frank M. Sprickerhoff, Dillsboro, discovered defective equipment on car in second No. 1, and immediately arranged to notify crew at Milan, where necessary repairs were made. Mr. Sprickerhoff has been in the Company's service since July 20, 1895.

Toledo Division

W. L. Small, while working as operator at SW Cabin, January 24, observed defect on passing extra north 2307. He succeeded in getting train stopped from rear and defect was removed. He has been commended for his interest in the Company's welfare.

For his interest in the welfare of the Company's passengers at a time when the Toledo Division was facing one of the worst storms that it has experienced for some years, temperature ranging around twenty below zero, supervisor William O'Brien has been written a letter of commendation by the superintendent. When train No. 57 was stalled near Rossford, due to snow drifting, supervisor O'Brien's men conducted themselves in such a manner as to incite favorable comment from various patrons on the train.

THE

country just now needs the services of all

GOOD

workmen. It wants every one to live to a ripe

OLD

age. Avoid dangerous methods—do your work carefully and skilfully and thus do your bit for the

U. S. A.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

Robert L. Hooper has returned to duty as clerk in the train earning bureau, having received an honorable discharge from the army. When war was declared Mr. Hooper enlisted in the 5th Regiment, Md. N. G., which was later assigned to Camp McClellan, where it became part of the 115th Infantry. Investigation revealed the fact that he was only seventeen years of age, hence his discharge.

Edward Boylan, Charles Grewe and Leo A. Dumphy, all of the 115th Infantry, Camp McClellan, paid us a visit. Messrs. Boylan and Grewe were among the lucky ones to draw furloughs, while Sergeant Dumphy was ordered to Washington, D. C., on official business and received permission to come home before returning to camp. As usual, handshakes and chats were in order.

Harry S. Phelps of our office has been reappointed Notary Public by Governor Harrington. Mr. Phelps has served six years as clerk to Mayor George Waters and the city council of Laurel, Md., receiving the appointment on three consective terms.

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPERT

And now for the annual classic. Good Friday always brings out the boys of this office to decide who's who in the way of ball players, and this year will be no exception. It is needless to say that the champs of the past two years (married men) will be there with bells on, and have every reason to believe they will make it three straight. It is to be hoped that the single men will not get cold feet this year, like they did last year. The old regulars on the married men's team, "Grandfather" Spedden, Shakspeare, Brauer, Henry, Lehman, Limpert and others, promise a hot time for their younger opponents. Game starts promptly at 10 a. m., Baltimore and Ohio Railroad Semi-Professional Grounds, Westport.

If Francis X. Bushman could have cast his proud and haughty eye upon our "Willie" H. Brauer on the night of February 8, he would have turned green with envy. Vest with whole front cut out, long coat with front also cut out and two long tails, highly polished shoes, high hat, stiff white shirt, high collar, etc., you know. Big stuff. The most natural thing about the whole affair was that "Willie" seemed to be right at home in his rig, because every move appeared to be accompanied by extreme agony. As above stated, it's a good thing Bushman was not in the neighborhood.

W. B. Stockett of this department has spent twenty-five years in the employ of the Baltimore and Ohio Railroad, having entered the service of the Company February 13, 1893, as mail boy and is at present chief claim checker in the office of auditor coal and coke receipts. Mr. Stockett has held this position for over sixteen years. He has acted as custodian of the office records for a number of years and is always ready and willing to assist those who desire any information (except about the weather). Mr. Stockett has had added re-

cently to his many duties the handling of the office stationery, a duty he hopes to fill to the satisfaction of all. He is well known in baseball circles and has on a number of occasions had the boys out for their annual baseball game on Good Friday.

Relief Department

Correspondent, WILLIAM H. BALL, *Secretary to Superintendent*

My engagement to serve as MAGAZINE correspondent for the Relief Department was made with the understanding that I would be a sort of free lance, and you have doubtless remarked my consistent omission of items relating all the trials and tribulations occurring in our midst. It isn't because we have none to record, but I don't think they are interesting reading, and our ancient predecessor—Job—said about all there is to say on that point, thousands of years ago, in these familiar words: "Man that is born of a woman is of a few days and full of trouble. He cometh forth like a flower, and is cut down: he fleeth also as a shadow, and continueth not." With such a terse and comprehensive chronicle of human misery by an eminent authority, I see nothing to be gained by giving it a modern setting; hence, I offer a monograph with the hope that it will interest, stimulate and encourage all of you. (See page 37.—EDITOR.)

Printing Office, Mt. Clare

Below is a picture of one of Uncle Sam's intrepid aeronauts. He is Daniel Lee Miller, formerly a stone hand in the Printing Department at Mt. Clare. Shortly after his enlistment he was sent to Kelly Field, San Antonio, Texas, with the 659th Aero Squadron, but is now at the Aviation Concentration Camp, Garden City, L. I., N. Y. He is the son of Mr. and Mrs. Henry Miller, 305 West Hamilton Avenue, Hamilton, Md. The boys at Mt. Clare wish him success and hope that he will eclipse the record of the immortal Guynemer.



DANIEL LEE MILLER

Stores Department

The following appointments became effective February 15:

T. H. Barker, storekeeper at Glenwood, Pittsburgh, Pa., vice C. H. Rothgery, resigned.

C. R. Kincaid, storekeeper at Benwood, W. Va., vice T. H. Barker, promoted.

New York Terminal

Correspondent, T. A. KAVANAGH, *Freight Agent*, West 26th Street, N. R.

Divisional Safety Committee

W B. BIGGS.....Chairman, Assistant Terminal Agent
A. L. MICHELSON.....Terminal Cashier
C. E. FLOOM.....Terminal Claim Agent
J. J. BAYER.....Freight Agent, Pier 22, N. R.
J. T. GORMAN.....Freight Agent, Pier 21, E. R.
T. A. KAVANAGH.....Freight Agent, 26th Street, N. R.
T. F. GORMAN.....Freight Agent, Pier 7, N. R.
M. F. STEINBERGER....Freight Agent, St. George Lighterage
J. E. DAVIS.....Freight Agent, St. George Transfer
E. J. KEHOE.....Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

PERMANENT

E. A. ENGLISH.....Marine Supervisor, Chairman
C. H. KEARNEY.Assistant Marine Supervisor, Vice-Chairman

Staten Island Rapid Transit Railway Company

Correspondent, S. A. TURVEY, *Trainmaster's Clerk*, St. George

Divisional Safety Committee

H. R. HANLIN.....Chairman, Superintendent
B. F. KELLY.....Vice-Chairman, Trainmaster
S. A. TURVEY.....Secretary, Trainmaster's Clerk
H. W. ORDEMAN.....Division Engineer
W. A. DEEMS.....Master Mechanic
W. L. DRYDEN.....Signal Supervisor
R. F. FARLOW.....Master Carpenter
DR. F. DE REVERE.....Medical Examiner
A. J. CONLEY.....Road Foreman of Engines
J. D. GIBB.....Trainmaster
J. F. McGOWAN.....Division Operator
E. R. DECHER.....Division Agent
W. J. KENNEY.....Attorney
C. A. WILSON.....Supervisor Crossing Watchmen

ROTATING MEMBERS

W. NEIDERHAUSER.....Towerman, Tower B
J. B. GEROW.....Freight Conductor
GUY FETZER.....Painter
W. SMITH.....Locomotive Engineer
J. NAPLES.....Locomotive Fireman
W. A. MARSHALL.....Clerk to Agent, Tompkinsville
G. J. GOOLIC.....Inspector

The sympathy of all employes on the New York Division goes out to Irving Titus, tug boat captain, on the sudden death of his brother, Ruben Titus, who was Lieutenant-Commander of the U. S. Mine Sweeper Aurora. Prior to the time Ruben Titus enlisted in the Naval Reserves he was tug boat dispatcher and captain for the Baltimore and Ohio Railroad as well as several other railroad companies around the harbor.



THE "MUTT AND JEFF" OF THE OFFICE FORCE, PIER 6, ST. GEORGE, S. I.

C. Donifrio has been promoted to chief car repair foreman, vice H. W. Miller, resigned.

C. P. Phipps, timekeeper in the construction department, has been called on to do military duty. Mr. Phipps was the leader of our Harmony Four, and it was mainly through his untiring efforts that this orchestra was made a success. Phipps is one of the most popular boys on the property and his loss from our midst will be felt by all.

Walter Hill has been promoted to material clerk, division accountant's office.



DENNIS OLWELL

On January 20, Dennis Olwell, conductor of run B-1, East Shore sub-division, died suddenly of heart failure. Mr. Olwell entered our service May 5, 1889, as trainman and was promoted to conductor December 28, 1896, in which capacity he acted until his death. Mr. Olwell was a member of the Veteran Employes' Association and the local chapter of O. R. C.

The friends of Walter R. Taylor, assistant chief clerk to superintendent, are congratulating him on the visit of the stork to his home with a bouncing baby girl.

C. H. Kearney has been appointed assistant marine supervisor, vice A. J. Heird, resigned. Mr. Kearney has been in our service since April 3, 1910, as tug boat captain. Mr. Kearney has the best wishes of all for his future success.

Thomas McKeon has been appointed superintendent of ferries at Tottenville, vice Joseph Knaeble, who has been furloughed to do military duty.

In a recent communication from Carl Anderson, who is "somewhere in France" with the American Engineers, it is stated that Carl is a trainman on the C. C. F. Z. R. R.

Private Elmer Wennstrom was home for a visit few weeks ago and is in the best of health. Elmer has been transferred from Troop F to Company A, New York Machine Gun Battalion.

Staten Island Railroad Club

On January 30 we held a dance and entertainment at the club house. There were about 100 present and an enjoyable evening was the pleasure of all who attended. The music was furnished by the Harmony Four, which was in class A-1. Much credit is due Mrs. J. F. McGowan, chairlady of the ladies' entertainment committee, who furnished and served refreshments; also to the entertainment committee, Messrs. Wilson, Phipps and Kahn.

Philadelphia Division

Correspondents

J. C. RICHARDSON, *Chief Clerk*
J. C. ANDERSON, *Shop Clerk*

Divisional Safety Committee

R. B. WHITE	Chairman, Superintendent
C. E. OWEN	Vice-Chairman, Trainmaster
T. BLOECHER	Division Engineer
J. P. HINES	Master Mechanic
J. E. SENTMAN	Road Foreman of Engines
H. K. HARTMAN	Chief Train Dispatcher
T. B. FRANKLIN	Terminal Agent
J. N. GODMAN	Captain of Police
F. H. LAMB	Division Claim Agent
DR. C. W. PENCE	Medical Examiner
E. G. OWENS	Road Engineer
W. E. BURNS	Road Fireman
H. F. LANE	Road Conductor
J. F. COONEY	Yard Conductor
WM. TISDALE	Machine Shop Foreman
R. F. MINNICK	Car Builder
FELICE CORI	Section Foreman
W. M. DEVLIN	Secretary

W. V. Kelly has been appointed night terminal trainmaster at Philadelphia.

P. M. Burke has been appointed night general yardmaster at Philadelphia.

J. R. Mulligan, chief clerk to trainmaster, has resigned to enter service of the Sun Shipbuilding Corporation, Chester, Pa.

Baltimore Division

Correspondent, J. B. MORIARITY, *Superintendent's Office,* Camden Station

Divisional Safety Committee

C. B. GORSUCH.....Chairman, Superintendent
J. P. KAVANAGH....Vice-Chairman, Assistant Superintendent

Y. M. C. A. DEPARTMENT

T. E. STACY.....Secretary, Riverside
E. K. SMITH.....Secretary, Brunswick
C. H. WINSLOW.....Secretary, Washington

RELIEF DEPARTMENT

DR. E. H. MATHERS.....Medical Examiner, Baltimore
DR. J. A. ROBB.....Medical Examiner, Washington
DR. J. F. WARD.....Medical Examiner, Winchester
R. B. BANKS.....Divisional Claim Agent, Baltimore
J. M. POWELL.....Captain of Police, Camden Station

TRANSPORTATION DEPARTMENT

S. A. JORDAN.....Assistant Superintendent, Brunswick, Md.
C. A. MEWSHAW.....Trainmaster, Camden Station
E. E. HURLOCK.....Division Operator, Camden Station
E. C. SHIPLEY.....Road Foreman of Engines, Riverside
J. J. McCABE..Trainmaster and Road Foreman, Harrisonburg
W. T. MOORE.....Freight Agent, Locust Point
D. M. FISHER.....Freight Agent, Washington
W. E. SHANNON.....Freight Agent, Brunswick
W. E. NEILSON.....Freight Agent, Camden Station
J. L. HAWES.....Freight Conductor, Riverside
W. T. EDGAR.....Yard Conductor, Camden Yard
C. W. McDANIELS.....Passenger Fireman, Riverside
J. W. CAVEY.....Passenger Engineman, Riverside

MAINTENANCE OF WAY DEPARTMENT

H. M. CHURCH.....Division Engineer, Camden Station
S. C. TANNER.....Master Carpenter, Camden Station
C. A. THOMPSON.....Signal Supervisor, Camden Station
J. FLANAGAN.....General Foreman, Locust Point
C. W. SELBY.....Supervisor, Gaithersburg
S. J. LICHLITER.....Supervisor, Staunton, Va.
W. O. RUNKLES.....Section Foreman, Brunswick
C. RITTER.....Signal Repairman, Mt. Royal Station
R. W. MITCHELL.....Carpenter Foreman, Baltimore

MOTIVE POWER DEPARTMENT

T. F. PERKINSON.....Master Mechanic, Riverside
G. B. WILLIAMSON.....General Car Foreman, Riverside
T. O'LEARY.....Car Foreman, Washington
C. W. C. SMITH.....Machinist, Brunswick
C. B. BOSIEN.....Machinist Apprentice, Riverside
J. W. PEYTON.....Leading Car Inspector, Brunswick
G. N. HAMMOND.....Material Distributer, Locust Point

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. WINSLOW.....Chairman, Secretary, Y. M. C. A.
DR. JAMES B. GRIER..Medical Examiner, Sanitary Inspector

MOTIVE POWER DEPARTMENT

W. M. GRANT.....Boiler Foreman
H. A. BRIGHT.....Gang Leader
C. J. AYERS.....Gang Leader
A. F. KREGLOW.....Storekeeper
T. E. CROSON.....Yard Engine Dispatcher
N. TIFFET.....Foreman, Car Shop
H. A. BAREFIELD.....Assistant Foreman
A. A. PACE.....Foreman, Station
J. J. DESMOND.....Gang Leader
G. VALENTINE.....Yard Engine Dispatcher
B. HOWARD.....Assistant Foreman
R. HEINDRICH.....Foreman, Station

TRANSPORTATION DEPARTMENT

P. H. DELEPLANE.....Train Director
L. T. KEANE.....Conductor
E. M. FARMER.....Conductor

MAINTENANCE OF WAY DEPARTMENT

W. M. CARDWELL.....Master Carpenter
F. W. HODGES.....Foreman, Carpenter Shop
H. L. BELL.....Foreman, Carpenter Shop
A. M. BRADY.....Track Foreman
J. T. UMBAUGH.....Track Foreman
P. C. RICHMOND.....Signal Maintainer

At this writing the "Billy" Sunday meetings are entering on the last week. Untold good has been accomplished through the messages given by "Billy" and those associated with him. Two "railroad nights" were attended by 3500 railroad men and friends. Various meetings were held at the railroad shops and offices under the auspices of the Terminal R. R. Y. M. C. A. with Dr. I. Ward, Mr. Sunday's assistant, as speaker. Dr. Ward is a former railroad man, having been connected with the D. L. & W. as general foreman of one of the large piers at New York, and later in the Claim Department. His addresses were interesting and appealing to all who heard him and he made many friends among the railroad employes because of the genial, earnest, sympathetic manner in which he talked to them. Mr. George Brewster, pianist and soloist, was present on a number of occasions and greatly helped by his words of song and cheer. "Billy" Sunday and his party will long be remembered with gratification by the railroad men of Washington.

Companies S and W of the Home Defense League Rifles have been consolidated in one, to be known as Company J, and Lieutenant C. R. Owens of Company S has been appointed captain. The former captain of Company W has been transferred to the regimental staff, ranking as captain. Captain Owens has had military training, is a hard worker for the interests of the Company and will make his company of railroad men one of the best in the District. Rifles have been provided and the men are becoming proficient in the manual of arms. The Home Defense League Rifles is a beneficial, much needed organization and will be ready if any emergency arises to give a good account of itself. Every railroad man either living in or running into the District should enroll as a member.

Splendid reports are coming from secretary Tenney of Pen Argyl, Pa., and secretary Underwood of South Amboy, N. J. The associations are growing rapidly, both in numbers and activities. Their many friends are glad to know of their success.

The railroad men are making good in the army. We are constantly hearing of the excellent records they are making in the various departments of service. Richard English, who enlisted in the ambulance service with the French army just before the United States declared war, was recently decorated by the French Government; H. L. Bushong is a sergeant in Company C, 28th Regiment Engineers; C. W. Winstead is acting corporal in Company C, 28th Regiment Engineers; G. E. Davis is acting sergeant in the 63d Squadron, 4th Regiment Aviation Camp, Waco, Texas;

Ralph McK. Ferguson is a sergeant in the 25th Regiment, with American Expeditionary Forces; E. F. Hannon is stationed at headquarters "Over There." We will be glad to learn of any promotions that may come to the railroad men. We know there are others who are holding important places and we will appreciate information that the readers of the MAGAZINE will give us.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

There is a general impression "up North" that Washington, D. C., enjoys a balmy, summer-like temperature from January 1 to December 31, but a glance at the accompanying photograph of a portion of our Georgetown (West Washigton) yard will aid in dispelling the delusion from the minds of our Northern friends, who think all the snow falls in that section of the country. The picture shows agent W. T. Mayhugh and yard crew fighting the heavy snow at Georgetown, to enable the placement of the Washington Gas Light Co.'s tanks that Washington might have light, and that coal might be placed for delivery.

The picture below shows office and warehouse force at Georgetown, D. C., including "Peter-Bo," who acts as janitor and crane operator.

Puzzle:—Pick out Peter-Bo!

It is always a pleasure to read letters coming direct from the fighting line and the extracts



OFFICE AND WAREHOUSE FORCE AT GEORGETOWN, D. C.



YARD CREW FIGHTING SNOW AT GEORGETOWN, D. C.

below from a letter written by one of the boys from this office will be of interest to all who knew him. Theodore W. English, on his return from the Mexican border last year, entered this Company's service as stenographer. After being with us a short time he was recalled to the colors.

"I do hope that all of you at home will write often. Letters from home convey some kind of a mysterious comfort."

This is one of the statements in a letter written "somewhere in France" by Private Theodore Walker English, Company D, 161st United States Infantry, to his parents, Mr. and Mrs. Thomas L. English, 56 R Street.

Young English was graduated from Business High School in the class of 1916, and only a few hours after he left the school he answered President Wilson's call for National Guard volunteers.

He served as assistant in General Funston's headquarters in San Antonio, Texas. When that duty was ended he volunteered to go abroad, and several weeks ago he landed "somewhere in France," having received training at Camp Greene, Charlotte, N. C.

"Well," the soldier wrote his mother, "I am in France now. I am writing this letter, but I don't know how far it is going, as the censorship seems to be so strict, so I guess I'll have to write about the weather to be sure it will reach you."

The voyage over was an uneventful one, the soldier wrote, although a number of the boys got sick.

"I did not get sick," he informed his parents, "although at times I felt rather queer."

Part of the time the transport was on the ocean, he wrote, the weather was fine and the sea smooth, but on the last lap the sea became rough and the weather cold, and cold weather greeted the soldiers on their arrival in France.

He said it appeared strange to see so many of the French people wearing wooden shoes.

"I saw quite a few children with socks on," he wrote, "when we were shivering, although we were well protected."

He concluded with the statement that he

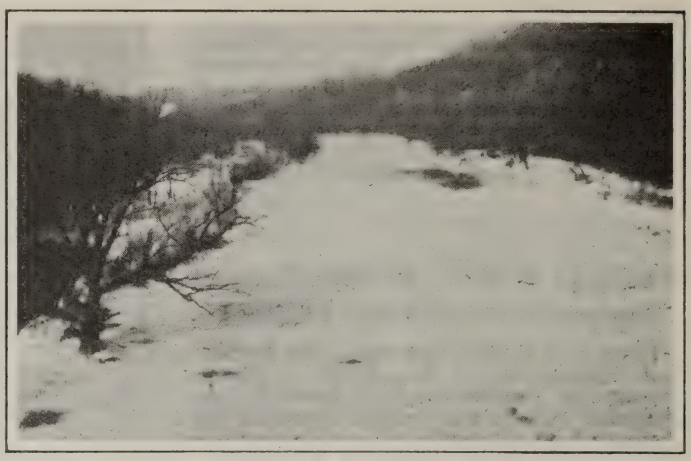
hopes to be able to see Paris before his return to the United States.

The above is taken from a recent issue of the Washington *Star*.

The stork and the reaper have both visited our station lately. On January 26 an eight pound girl arrived to shed brightness in the home of waybill clerk H. N. Gallagher, and our congratulations are extended to both Mr. and Mrs. Gallagher, with our hopes that many such visitations will come to bless them.

Our hearts go out in sympathy towards tallyman W. A. Clark, whose six year old boy died January 28. The little fellow had been a sufferer for a long time and finally succumbed to broncho-pneumonia. It was a happy release for the child but the loss to the parents is a great one and we feel deeply for them in their sorrow.

Our freight office has recently undergone some great changes in arrangement of the desks and entrances, making more room for the public to transact business with those whom they wish to interview and at the same time giving the office force better accommodations and more space to work in. We have also had a telephone switchboard installed, and, of course, a young lady to operate it. This is something we have needed for years and it has already demonstrated its usefulness in doing away with a lot of unnecessary calls being made to the wrong parties. Anyone who visited our office before the improvements would hardly recognize it now, it is so much brighter and cheerful and "shows off" our force to much better advantage.



ALONG THE PATAPSCO VALLEY

Other changes have taken place which are not quite so pleasant to report. We have lost some of our clerical force, who have been lured away from the fold by other business enterprises.

Charles E. Warfield, who has been in the Company's service about fourteen years, left us on February 14 to accept a position with the National Bank of Washington. We congratulate "Charlie" on his success in obtaining the position, and also the bank in securing his services.

Miss Lillian Berman, who was cashier's stenographer, has also fallen a victim to the allurements offered stenographers by Uncle Sam and has entered the departmental service.

Tuesday, February 19, was another railroad night at the "Billy" Sunday Tabernacle, and about two thousand railroad men and their wives attended, each company being distinguished by a different colored badge.

We are glad to welcome E. W. Kidwiler, who was recently transferred from Brunswick transfer station to this office. Mr. Kidwiler is employed in the cashier's department and we hope to have him with us for many years.

We have other additions to our office force since the improvements mentioned above were inaugurated. Miss Mary DeVaughn is our telephone operator and Miss Pauline Bond has entered our service as carbon and tissue clerk.



IN THE VICINITY OF RELAY

Mount Clare Shops

Correspondent, V. F. Riley, *Secretary to Superintendent*

Divisional Safety Committee

L. Finegan.....Chairman, Superintendent of Shops
E. P. Poole.....Vice-Chairman, Asst. Supt. of Shops
V. F. Riley.....Secretary, Sectetary to Supt. of Shops
J. Howe.....General Foreman
H. A. Beaumont.....General Car Foreman
G. H. Kapinos.....Supervisor of Shop Machinery and Tools
Dr. F. H. Digges.....Assistant Medical Examiner
P. F. Wagner.....Shop Hand, Erecting Shop
H. T. Stickell.....Boilermaker, Boiler Shop
G. F. Klein.....Piece Work Inspector, No. 1 Machine Shop
E. B. Bunting.....Machinist, No. 2 Machine Shop
W. H. Robinson.....Pipe Fitter, Pipe and Tin Shop
G. M. Kiser.....Moulder, Foundries and Re-Rolling Mill
J. T. Giles.....Blacksmith, Blacksmith Shop
G. Schmale.....Machine Operator, Bolt and Forge Shop
W. P. May.....Machinist, Air Brake Shop
C. Kessler.....Patternmaker, Pattern Shop
A. G. Mercer.....Machinist, No. 3 Machine Shop and Steel Car Plant
T. U. Dover....Shop Hand, Tender and Tender Paint Shop
H. Alker.....Shop Hand, Axle Shop and Power Plant
J. E. Leary.....Gang Foreman, Freight Car Track
J. Jankiewicz.....Car Builder, Passenger Car Erecting Shop
W. F. Zoellers...Upholsterer, Passenger Car Plant, Finishing and Upholstering Shops
J. J. Pitsinger.....Mill Machine Hand, Saw Mill and Cabinet Shops
W. Banahan.....Foreman, Stores Department



SON OF W. SCHMALL

Effective as of December 1 H. T. Daly, Jr., was promoted from secretary to mechanical engineer to chief clerk in the mechanical engineer's office, vice E. E. Johnson, deceased. C. Roe, stenographer in Mr. Paullis' office was promoted to the vacancy as secretary to mechanical engineer.

The above photograph is that of the four month old son of machine operator William Schmall, in the blacksmith shop at Mount Clare.

Although it is getting warmer, our readers, especially the folks that reside in or near Relay, have not forgotten such scenes as shown in the photographs on opposite page. The pictures were taken during the cold spell and show the river in its winter suit. One picture is a view looking toward Avalon and the other shows the river looking toward St. Denis, with the nearby fields covered with ice.



WAITING FOR "VICTORY"

This cartoon is our view of how German Kultur is going to get the finishing touches. You will note that the vultures of the air are in the distance to devour the remains and leave no traces, which is customary with German Kultur.

The following is from the pen of Mrs. Jennie Courtney Gorman, who is employed at Mount Clare:

"My Soldier Boy"

My soldier boy so far away,
I think of you by night, by day,
And when I close my eyes in sleep
A silent prayer I offer deep,
That He will guide and keep you right
In this long serious fight.

My only son, my only child,
Over whom I'm almost wild,
May your manly courage show
And never failure know,
So that peace will surely come
Because of all our boys have done.

My soldier boy, your mother's prayer
Will be with you everywhere,
And I shall wait so patiently
Until you will return to me,
And then I'll be so proud to say,
He volunteered and went away.

But oh! my boy, if you should fall
In answer to our country's call,
Some day we'll meet upon that shore
Where parting is forever o'er;
Even then I'll proudly say,
I'm glad my boy went away.

We announce with pleasure the arrival of W. S. Burnham, who has been appointed as assistant storekeeper at Mt. Clare. Judging from Mr. Burnham's past record we are sure of his success and will cooperate with him in every way possible.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
Thomas R. Rees, *Secretary to Superintendent*
W. C. Montignani, *Secretary, Y. M. C. A.*
Laura E. Lingamfelter, *Stenographer Maintenance of Way Department*

Division Artist

Mable R. Crawford, *Tonnage Clerk, Division Accountant's Office*



FRANK KELLY



CORPORAL H. A. DICK

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
H. W. Grenoble...Vice-Chairman, Assistant Superintendent
T. R. Rees.....Secretary
E. P. Welshonce.....Trainmaster, West End
E. C. Groves.....Trainmaster, East End
L. J. Wilmoth.....Road Foreman, East End
M. A. Carney.....Road Foreman, West End
F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
Dr. J. A. Dorner.....Medical Examiner
Dr. J. H. Mayer.....Medical Examiner
G. R. Bramble.....Freight Agent
W. D. Strouse.....Joint Agent
L. O. Miller.....Car Foreman, East End
R. A. Tull.....Car Foreman, West End
F. L. Leyh.....Storekeeper
E. A. Workman.....Storekeeper
Robert Childers.....Division Claim Agent
J. Z. Terrell.....Freight and Ticket Agent
I. S. Sponseller.....General Supervisor
H. D. Schmidt.....Captain of Police
F. A. Tatlor.....Master Carpenter
W. L. Stevens.....Shop Clerk
W. C. Montignani..Secretary, Balto. and Ohio Y. M. C. A.
M. E. Mullin...Assistant Master Mechanic, Keyser, W. Va.

Rotating Members

J. C. Hauser.....Conductor
F. Haddix.....Engineer
H. H. Grimm.....Fireman
J. D. Defibaugh.....Machinist
C. W. Robinson.....Car Inspector
F. B. Rathke.....Yard Brakeman

Baltimore and Ohio Athletic Association of Cumberland, Md.

President

Griffin A. McGinn.....Chief Clerk to Superintendent

Vice-Presidents

F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
H. D. Schmidt.....Captain of Police
A. J. Kelly.....General Yardmaster

Treasurer

G. R. Bramble.....Freight Agent

Secretary

T. R. Rees.....Secretary to Superintendent

The above picture is that of Homer A. Dick, formerly a Cumberland Division operator at Bond, Md. Mr. Dick is a corporal in Battery E, 313th Field Artillery, now at Camp Lee, Va.

The picture to the left is that of Frank Kelly, who, prior to his enlistment in the army, worked eighteen months in the westbound yards at Cumberland.

The Cumberland *Daily News* publishes a lengthy and interesting letter from Mr. Kelly written "somewhere in France."

He writes that the eighteen months' service performed in the yards at Cumberland "was indeed a good preparation for the weather proposition on the other side of the water."

He is a son of William Kelly, a Baltimore and Ohio engineer and a brother of general yardmaster A. J. Kelly at Cumberland.

Martinsburg Shops

Correspondent, W. L. Stephens

The ranks of the Baltimore and Ohio have sustained some heavy losses in and about Martinsburg in the past few weeks.

The shop organization was exceptionally unfortunate in the loss of one of its most popular employes, Walter A. Householder, whose death occurred after an illness of many months. Stricken in the very prime of life, about forty years of age, Mr. Householder made a valiant fight for life, but lost. Always an earnest, efficient and painstaking employe, his services are greatly missed at the shop and this community loses an upright and honorable citizen. The funeral service held at his home was largely attended by his fellow shop men and a beautiful floral tribute bore silent testimony of the esteem in which he was held.

Conductor Edward Linthicum, of 106 Penn Avenue this city, met with an accident while in discharge of his duties. He was taken to a hospital in Cumberland, but his injuries were of such a serious nature that he died shortly after admission to the institution. Mr. Linthicum entered the employ of the Baltimore and Ohio in 1882 and served faithfully for about thirty-six years. He was born in this city on October 12, 1863. His remains were brought to his home here. Funeral services were held in St. Joseph's Catholic Church. A widow and two sons survive.



R. D. WILLIAMS AND C. MARSH

Alger Johnson, train baggagemaster, died in the City Hospital after a brief illness of Bright's disease. He had been in the service for a number of years and by earnest application had earned well-merited promotion from time to time. His was a well-known figure on the locals running out of and through Martinsburg, and his genial presence will be missed by fellow employes and patrons alike. A young man, only thirty-five years, he was a Christian character and a splended citizen. A widow and several children survive.

Albert Edwards, a Baltimore and Ohio employe at Cumbo, met with a fatal accident at a crossing in this city while enroute from the passenger station to his home. The injured man was taken to the City Hospital, but his injuries were of such a nature that death ensued soon after admittance. His untimely death is a great shock to his many friends in this community. The stricken widow and children have the sympathy of the entire community in this hour of their grief.

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton
C. F. Schroder, *Operator*, Grafton
J. Lynch, *Car Inspector*, Fairmont

Divisional Safety Committee

J. W. Deneen.....Chairman, Superintendent, Grafton
J. McClung.....Trainmaster, Grafton
J. A. Anderson.....Master Mechanic, Grafton
C. E. Dotson.....Road Foreman, Grafton
G. F. Eberly.....Division Engineer, Grafton
H. L. Miller.....Car Foreman, Grafton
J. O. Martin.....Division Claim Agent, Clarksburg
Dr. C. A. Sinsel.....Medical Examiner, Grafton
Dr. E. A. Fleetwood.....Medical Examiner, Clarksburg
P. B. Phinney.....Agent, Grafton
J. D. Anthony.....Agent, Fairmont
S. H. Wells.....Agent, Clarksburg
R. L. Schill.....Agent, Weston
E. J. Hoover.....Agent, Buckhannon
F. W. Tutt.....Secretary, Chief Clerk to Division Engineer

Rotating Members

J. O. Whorley.....Engineer, Fairmont
W. H. Kelly.....Machinist, Grafton
C. C. Burgy.....Brakeman, Grafton
E. E. Yerkey.....Conductor, Clarksburg
J. W. Thornhill.....Car Inspector, Fairmont
L. V. Atha.....Conductor, Grafton
E. L. Pendergast.....Machinist, Fairmont

Opposite is a photograph of brakemen R. D. Williams and C. Marsh, from West Virginia and Pittsburgh District, Monongah Division, who are now in the service of their country. Mr. Williams has been promoted to sergeant in blacksmithing department of the 313th Cavalry, Camp Lee, Va. Mr. Marsh is studying for a commission.

Owing to the scarcity of brakemen on the west end of the Cumberland Division, ten brakemen from the Monongah Division have gone to Grafton and Keyser to do their "bit" to help keep the cars moving.

Conductor C. M. Bishop, Sutton Branch, was off for some time because of injury.

W. B. Huffman, formerly chief bill clerk at Belington, has been appointed agent at Worthington.

Mrs. Daisy McCaulsky, wife of ticket agent at Buckhannon, has just returned from a visit to New York City.

W. O. Nelson, the popular assistant division engineer, has been transferred to Pittsburgh Division, as assistant to division engineer. He is succeeded by R. E. Rickert from Philadelphia, Pa.

A. B. Smallwood has been appointed signal supervisor on the Monongah Division.

The transportation department of the superintendent's office "went over top" on two occasions recently by defeating the accounting department crack duck pin bowling team, at the Y. M. C. A. Building. We sincerely hope that none of the accounting department boys (all good fellows) will be drafted into the National Army, as we want to "win the war." The score follows:

First Combat
(Hill 304)

Superintendent's Office

	1st	2nd	3rd	Total
Fishback	113	92	113	318
Clayton	77	108	100	285
Carpenter	91	94	89	284
Motter	105	98	131	334
Nestor	81	112	112	305
Total	467	504	545	1516

Accounting Department

Utterback	106	128	88	322
Nuzum	77	87	115	279
Summers	79	102	90	271
Cavanaugh	88	78	..	166
Ingram	104	74	..	178
Graham	..	..	78	78
Carrico	..	..	..	80
Total	454	469	451	1374

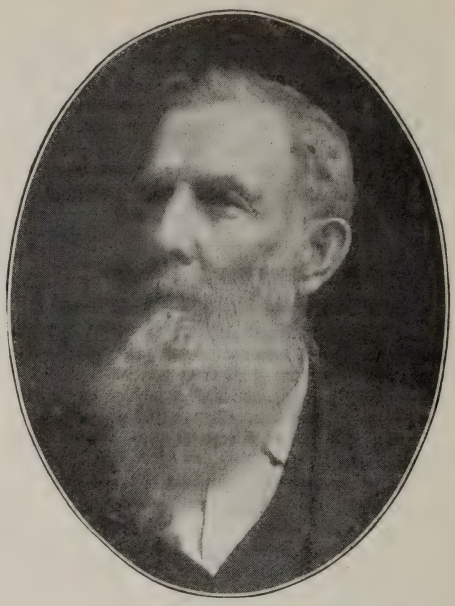
Second Combat
(Gas)

Superintendent's Office

	1st	2nd	3rd	Total
Fishback	87	119	117	323
Clayton	130	83	129	342
Mugler	73	61	73	207
Motter	114	120	157	391
Nestor	82	125	109	316
Total	486	508	585	1579

Accounting Department

Utterback	114	86	85	285
Nuzum	105	96	116	317
Carrico	87	76	52	215
Cavanaugh	86	61	75	222
Graham	64	70	79	213
Total	456	389	387	1252



THE LATE WILLIAM THOMAS BROWN

Above is a photograph of the late "Uncle Billy" Brown. Mr. Brown was the oldest bridge man on the Baltimore and Ohio Railroad and erected the first Bowman bridge on this railroad. At that time this style bridge was the latest and by bridge engineers was believed to be capable of carrying any engine that would ever be built, but power progressed so rapidly that this bridge became too light. It was followed by the Pratt truss and girder spans, and Mr. Brown was the first man to erect one of each of these. It was then that Mr. Brown became known as "Uncle Billy," for when the general officials would visit the division, or when they knew a new style bridge was under consideration, they would ask what foreman was in charge and when told Mr. Brown, they would say "Well, if it is 'Uncle Billy' we need not worry, as the work will go on." And it always did.

Mr. Brown retained his standing with the officials of the Baltimore and Ohio, as the leading bridgeman, during his employment with the Company for his very able devotion he gave to his work, and was later pensioned.

He answered the last roll call about one year ago at the age of eighty years, after having spent a life of usefulness. He is greatly missed from the community in which he resided.

W. H. Evans has been appointed agent at Cornwallis, vice E. L. Roush. Mr. Evans comes from the Ohio River Division.

At a recent examination at West Union, W. Va., the conditions were found to be the best of any station on the division. We always knew J. P. Ryan was a good man.

A. N. Peters, the popular night chief dispatcher, has arrived in France after receiving a commission as Second Lieutenant in Railway Battalion. His legion of friends wish him success and a speedy return to the grand old U. S. A.

John Carpenter and W. R. Wickham made a sight-seeing trip to Pittsburgh.

The following appointments became effective during the month of January: operator, second trick, at DK Tower, H. A. Loudon; operator, third trick, at Bridgeport, L. B. Ferroll; operator-clerk, second trick, at Cornwallis, C. L. Roush; agent-operator at Erbacon, I. E. Carpenter; agent, at Cornwallis, W. H. Evans.

Wheeling Division

Correspondents

C. F. Miller, *Office of Superintendent*
D. F. Allread, *Agent*, Folsom, W. Va.

Divisional Safety Committee

E. V. Smith.....Chairman, Superintendent
E. C. Wight.....Division Engineer
F. C. Schorndorfer.....Master Mechanic
C. Malone.....Trainmaster
M. J. Walsh.....Road Foreman of Engines
M. E. Cartwright.....Terminal Trainmaster
J. A. Fleming.....Agent, Wheeling, W. Va.
Dr. J. E. Hurley.....Medical Examiner
M. C. Smith.....Claim Agent
F. M. Garber.....Car Foreman
Dr. L. D. Norris.....Medical Examiner, Fairmont, W. Va.
H. H. Tederick.....Supervisor
C. F. Burley.....Machinist
F. E. Gatewood.....Conductor
M. E. Lee.....Conductor
L. O. Swann.....Fireman
H. K. Reid.....Engineer
A. J. Sonnefeld.....Secretary

E. J. Dusch, material man in the division accountant's office, Wheeling, W. Va., is the proud father of a baby girl. Congratulations are extended Mr. Dusch from his many friends on the Wheeling Division.

A. J. Sonnefield, secretary to the superintendent, Wheeling, was confined to his home by a serious illness. He has improved and his many freinds on the Wheeling Division are glad to see him back at his desk.

F. A. Baldinger, formerly general foreman of shops at Holloway, was made assistant master mechanic, with headquarters at Holloway, effective February 1.

The many friends of George J. Stein will be pleased to hear of his appointment as engine dispatcher at Holloway, Ohio.

Ohio River Division

Correspondents

S. S. Rousch, *Office of Superintendent*
Miss Helen Wright, *Office of Division Engineer*

Divisional Safety Committee

J. W. Root.....Superintendent
F. G. Moran.....Trainmaster
J. G. Kircher.....Road Foreman of Engines
O. J. Kelly.....Master Mechanic
L. E. Haislip.....Division Engineer
F. R. Davis.....Terminal Trainmaster
Dr. J. P. Lawlor.....Medical Examiner
E. Chapman.....Captain of Police
F. A. Carpenter.....Agent, Parkersburg
S. E. Eastburn.....Agent, Yardmaster, Huntington
H. F. Owens.....Secretary

Rotating Members

P. M. Roe.....Engineer
O. W. McCarty.....Fireman
H. Neal.....Conductor
M. F. Caldwell.....Brakeman
A. C. Smith.....Car Department
C. R. Taylor.....Locomotive Department
J. E. Rosier.....Stores Department

For patriotic reasons, the platform force at Parkersburg is observing the heatless Mondays.

Mr. and Mrs. Clyde Swain recently visited relatives at Belleville.

Mr. Kivlehan has been assisting agent Van Valey, of St. Marys, who had the misfortune to break his arm. Also E. W. Miller spent a few days at Paden City assisting agent Cottrill in the claim department.

Gardiner Duncan spent a few days at Newark, Ohio, the guest of relatives.

Friends will regret to hear of the death of T. J. Ball's father-in-law, William Walker, at the ripe old age of eighty-nine years. He had been a resident of Wood County for over eighty years.

A number of employes are suffering with sore arms due to vaccination.

Miss Clara Oliver has accepted a position in the division freight office, to fill the vacancy caused by the promotion of Leroy Allen as chief clerk to trainmaster F. C. Moran.

Myron Carpenter recently visited relatives at Elyria, Ohio.

Walker Hamilton, cash clerk at the freight office, was off duty several days owing to illness.

C. M. Whittier recently was called to Attica, Ind., by the death of his mother.

Byron Geary spent a few days at Sistersville.

P. M. Jenkins, father of our janitor, Charles Jenkins, died several weeks ago.

We regret very much the loss of J. S. Washburne, chief clerk of the division freight agency, who recently resigned that position to accept one as traffic manager with the Baldwin Tool Works. Mr. Washburne has been in the service of the Baltimore and Ohio Railroad for over ten years, part of which time was spent in New York, his native city. The vacancy has been filled by Verdon T. Renner, of general freight agent Shumate's office, Baltimore.

The death of Mrs. Thomas Nagle, wife of tallyman Thomas Nagle, occurred a few weeks ago. Mr. Nagle has our deepest sympathy.

Cleveland Division

Correspondent, G. B. GYMER, *Secretary to Superintendent*, Cleveland

Divisional Safety Committee

H. B. GREEN.....Superintendent
G. B. GYMER.....Secretary
J. J. POWERS.....Trainmaster
W. J. HEAD.....Trainmaster
A. R. CARVER.....Division Engineer
G. R. GALLOWAY.....Master Mechanic
P. C. LOUX.....Road Foreman of Engines
G. H. KAISER.....Road Foreman of Engines
A. J. BELL.....Terminal Agent
DR. A. A. CHURCH.....Medical Examiner
G. J. MAISCH.....Claim Agent
M. E. TUTTLE.....Division Operator

ROTATING MEMBERS (to serve six months)

J. HICKMAN.....Relief Agent, Cleveland
F. E. WEEKS.....Dispatcher, Cleveland
P. ESPOSITO.....Section Foreman, Akron
T. RIDLEY.....Carpenter Foreman, Canton
D. ROBINSON.....Brakeman, Lorain
W. L. CUTTER.....Engineer, Lorain
E. C. HAVILAND.....Engineer, Cleveland
N. WILBOIS.....Conductor, Akron
J. F. HERT.....Conductor, Cleveland
J. J. HURLEY.....Enginehouse Foreman, Cleveland
V. LUCAS.....Steel Car Foreman, Lorain

B. C. Meek, former agent at Berea, Ohio, has been appointed agent-operator at Peninsula, Ohio, vice A. D. Campbell, resigned.

J. Hickman, formerly relief agent on Cleveland Division, has again returned and assigned to same duties, vice O. F. Murrey, now agent at Massillon.

H. T. Williams, former agent at Warwick, Ohio, has been assigned to duties of relief agent on Cleveland Division.

Harry Craig, of assistant engineer's office at Cleveland, and "Father Time" Beggs, car distributer, recently have been devoting much time to social affairs.

L. T. Kegler, former relief agent, has been promoted to chief clerk in Canton freight office.

Our old friend Robert O'Ferrall, electrical foreman, with headquarters at Cleveland, has been transferred to the Northwest District. We hate to see you go, "Bob," but all wish you luck.

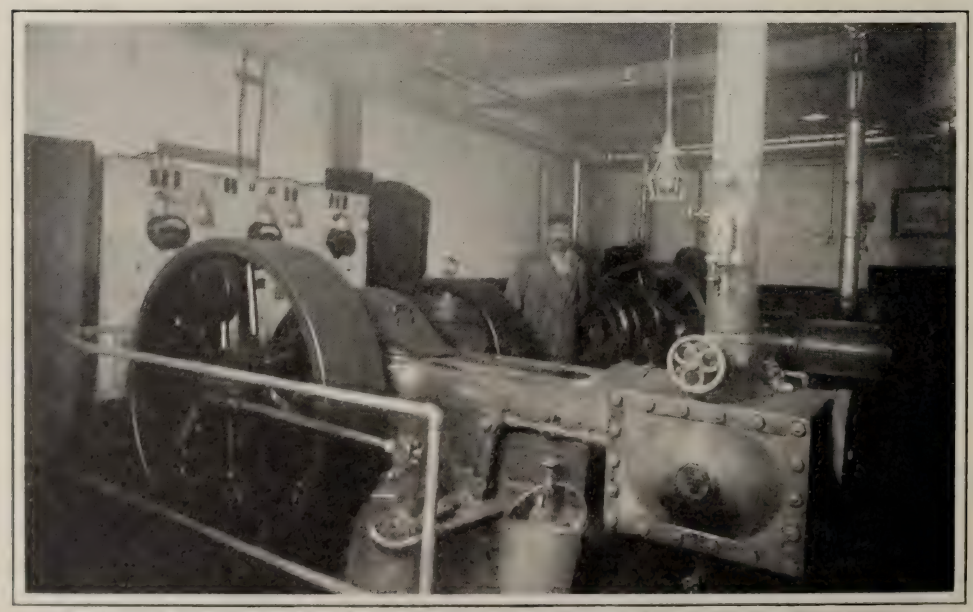
J. D. Fahy, better known as "Jack," former Lake coal clerk in superintendent's office, recently paid us a visit from Camp Sheridan, Montgomery, Ala. We were all glad to see "Jack" again, but there was one in particular who seemed to be more than glad upon his return.

W. O. Clark, former operator at CO Tower, located at Camp Sheridan, Montgomery, Ala., paid us a recent visit. He has since returned to camp with renewed vigor to get "Willie Kaiser."

George H. Kaiser, road foreman of engines, with headquarters at Cleveland, Ohio, recently changed latter part of his name to "Murphy," this only to apply until expiration of war. Don't know, George, but believe you did a wise thing.

Employes in division accountant's office at Cleveland recently contributed and purchased "smileage" books for F. S. Scroggie, located at Camp Sherman, Chillicothe, Ohio, and C. R. Hyatt, located at Fort Worth, Texas, former time clerks in division accountant's office.

In the January issue of our MAGAZINE N. M. Baul's name appeared as having been drafted and in training at Camp Sherman, Chillicothe, Ohio. This should have read, enlisted in Signal Corps and in training at Fort Leavenworth, Kansas.



ENGINE ROOM AT CLEVELAND PASSENGER STATION, "AL." CONNER, ENGINEER



MISS ANNA COURT

Wilbur Miller, formerly agent at Middletown, Ohio, is chief night rate clerk at Clark Avenue Station, Cleveland, Ohio.

Newark Division

Correspondent, W. F. Sachs, *Chief Clerk*

Divisional Safety Committee

D. F. Stevens.....Chairman, Superintendent, Newark
J. P. Dorsey.....Vice-Chairman, Trainmaster, Newark
C. R. Diemar.....Division Engineer, Newark
R. A. Vernon.....Road Foreman of Engines, Newark
W. D. Johnston.....Master Mechanic, Newark
A. R. Claytor.....Division Claim Agent, Newark
D. L. Host.....T. M. & C. T. D., Columbus
C. D. Miller.....Shopman, Newark
Dr. M. H. Koehler.....Medical Examiner, Newark
F. Backenstos.....Conductor, Newark
W. H. Rissler.....Fireman, Newark
L. C. Decker.....Engineer, Newark
O. A. Collins.....Car Repairer, Newark
F. Strear.....Blacksmith, Newark
D. E. Shock.....Yard Conductor, Newark

It is with deep regret that we report the death of Lee Fleming, machinist, which occurred at his home on East Main Street, following an illness during the past year. He was thirty-two years of age at the time of his death and was born and spent his life in this city. Mr. Fleming first entered the service of this Company on June 11, 1903, as a locomotive cleaner at Newark Shop. He was advanced to position of machinist apprentice during the year 1904, completed his apprenticeship in 1908 and worked as machinist since that time. Funeral services were conducted at his late home by the Rev. Dr. L. C. Sparks, of the Methodist Church, of which the deceased was a member. Newark Lodge Knights of Pythias and the Machinists' Union attending the funeral in a body.

To the left is a photograph of Miss Anna Court, who is employed in the car department at Zanesville. Miss Court was the first woman to enter the service at Zanesville Shops.

J. D. Foster, retired enginehouse foreman, is spending the winter at Miami, Florida.

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Special agent C. L. Johnson, of Columbus, had the misfortune to meet with an elevator accident in one of the office buildings in that city recently while in the act of stepping from the elevator to the floor of the building. His right limb became fastened in some manner, causing a double fracture. His many friends hope for a speedy recovery.

Charles Barrett has been transferred from Benwood to Newark enginehouse as assistant foreman.

W. E. Grahame has been transferred from the office of district engineer maintenance of way to the Newark Division as assistant supervisor on the Newark Division.

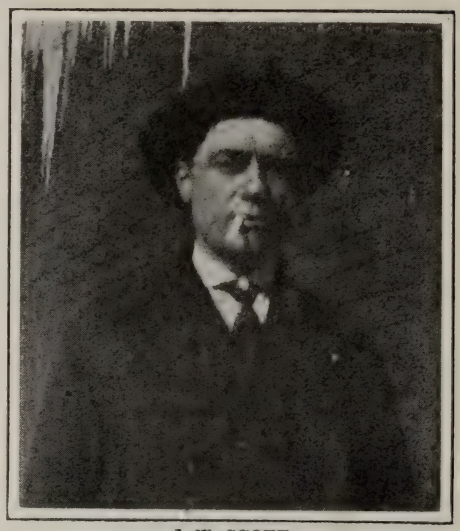
The picture at the right is that of J. W. Scott, a popular fireman of this division. Mr. Scott has considerable ability as a poet and devotes his spare time to that work.

Below is a photograph of Oren J. Payne, formerly employed as fuel clerk in the division accountant's office, who enlisted in the 161st Depot Brigade. This picture was taken after he had taken a morning walk around an aviation field.

On next page is picture of Leo M. Yeast, piecework inspector at Zanesville Reclamation Plant. While Mr. Yeast has not entered military service, he expects to be in uniform within a short time and the Baltimore and Ohio cartoonist at Zanesville shows us how he will appear at the time.



OREN J. PAYNE



J. W. SCOTT

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville

S. M. DeHuff, *Manager of Telegraph Office*, Connellsville

C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Broughton	Chairman, Superintendent
C. M. Stone	Trainmaster
T. E. Miller	Master Mechanic
G. N. Cage	Road Foreman of Engines
Dr. F. H. Weidemann	Medical Examiner
H. B. Pigman	Division Operator
A. P. Williams	Division Engineer
H. D. Whip	Relief Agent
G. M. Tipton	Agent
C. A. Albright	Agent
E. E. McDonald	Agent
W. F. Herwick	Conductor
W. J. Drydon	Road Brakeman
O. E. Newcomer	Fireman
W. H. Metzgar	Supervisor
E. C. Lucas	Car Foreman
A. L. Friel	Shop Foreman
H. E. Cochran	Secretary

Pittsburgh Division

Correspondent, B. J. McQuade, *Office of Superintendent*, Pittsburgh

Divisional Safety Committee

T. J. Brady	Chairman, Superintendent
T. W. Barrett	Vice-Chairman, Trainmaster
J. M. Muehlbauer	Secretary
H. H. Harsh	Division Engineer
M. C. Thompson	Road Foreman of Engines
G. W. C. Day	Division Operator
R. B. Stout	Superintendent of Shops
A. J. Weise	General Car Foreman
F. Bryne	Claim Clerk
W. F. Deneke	Agent, Pittsburgh
Dr. A. J. Bossyns	Medical Examiner
G. S. Dietz	Brakeman

Glenwood Shops

Correspondent, FRANK RUSH, *Sec'y to Sup't*

S. P. Jones, formerly messenger of E. J. Brennan, is now messenger for the storekeeper. "Red" is wearing a broad smile.

We were very sorry to hear of the death of the mother of machinist J. O. Fluke.

Born to Mr. and Mrs. Chester Erringer, machinist in Glenwood, a bouncing baby boy.

Sorry to hear that tank foreman George Mitshelen and wheel foreman "Red" Gorman are under the weather, but hope for their speedy recovery.

V. J. Dunlap, machinist helper in the roundhouse at night, has taken unto himself a wife. Understand his wife came from the "wild and wooley" West Virginia.

Mr. McGinness, assistant chief clerk to superintendent of shops at Glenwood, was sick and absent from duty for several days. We all missed "Mac" when he was away from the office.

It was with regret that we heard of the death of tinner Andy A. King, of the Glenwood shops. He first entered the Baltimore and Ohio service March 17, 1895, left August 15, 1898; re-entered September 5, 1898, left January 10, 1902; re-entered April 15, 1902, and was in continuous service since that time. Mr. King was well known and his family has the heartfelt sympathy of the employes of the shops.



LEO M. YEAST

It was with regret that we learned of the death of Shepherd W. Edmunds, painter foreman in the Maintenance of Way Department of the Pittsburgh Division. Mr. Edmunds first entered service as painter at Glenwood May 1, 1895; was transferred to Cumberland Division as painter June 27, 1898; transferred to Connells-Division as painter May 1, 1900; transferred back to Glenwood, Pittsburgh Division, October 25, 1902, as painter foreman and was at this station up to the time he was stricken. George, his son, is painter foreman in the back shops at Glenwood. Mr. Edmunds was very well known on this division as well as on the Connellsville and Cumberland Divisions, and his family has our heartfelt sympathy. Young Mr. Edmunds and his family wish to thank the officials of the Baltimore and Ohio for the courtesy shown them in having trains Nos. 6 and 15 stopped at Hazelwood for the funeral party.

Mr. Rothgery has left Glenwood as storekeeper to accept a position at Cleveland, Ohio. T. H. Barker, from Benwood, has been transferred to Glenwood as storekeeper.

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New Castle Division

Correspondents

J. A. Lloyd, *Chief Clerk to Superintendent*
C. M. Maynard, *Operator*, Chardon, Ohio
V. P. McLaughlin, *Operator*, BD Tower, Akron Junction, Ohio

Divisional Safety Committee

C. W. VanHorn.....Chairman, Superintendent
C. P. Angell.....Vice-Chairman, Trainmaster
D. W. Cronin.....Division Engineer
A. H. Hodges.....Master Mechanic
T. K. Faherty.....Road Foreman of Engines
James Aiken.....Agent, Youngstown, O.
Dr. F. Dorsey.....Medical Examiner
C. G. Osborne.....Claim Agent
F. H. Knox.....Agent, New Castle, Pa.
W. P. Cahill.....Division Operator
W. Damron.....Terminal Trainmaster
A. T. Humbert.....Master Carpenter
J. J. Fishburn.....Secretary

Rotating Members

E. J. Hunt.....Road Conductor, New Castle Junction
G. C. Anderson.....Road Fireman, New Castle Junction
S. O. Lewis.....Road Engineer, New Castle Junction
N. Thatcher.....Machinist, New Castle Junction
G. H. Glenn.....Yard Engineer, Haselton, O.
F. D. Lancaster.....Yard Conductor, Painesville, O.
Miss E. R. Biggerstaff.....Clerk, New Castle Junction
Miss Pearl D. Clark...Chief Clerk to Agent, Youngstown, O.

The photograph below is that of Miss Ruth Willard, daughter of engineer F. H. Willard of Akron, and Glenn C. White, also of Akron, who were married February 23. Mr. White is employed by the Goodrich Rubber Co. of Akron and is a very popular young man. The couple plan to reside at Springfield Lake, near Akron.

Engineer E. W. Rawdon of Phillips Avenue, Akron, who is well known over the division, has secured a patent on an improvement on inner tubes for automobile tires. This invention deals with the very important question of inflation of pneumatic tires, and anything in the ine of rubber is a live matter in Akron.



MR. AND MRS. GLENN C. WHITE



"TEDDY" HENRY

The young gentleman in the above picture is "Teddy" Henry, two and one-half years old, son of engineer C. E. Henry, of the New Castle Division. The young man is having a good time with his "live-stock," three more of which are in the basket at his feet.

Peter B. McDowell, C. T. timekeeper, is the proud father of a bouncing boy, who arrived at New Castle Sunday afternoon, March 3. Mother and son are doing well. We understand the young man will be named John.

L. H. Browning, formerly agent at Cuyahoga Falls, Ohio, has returned to the New Castle Division after spending a six-month furlough in the vicinity of Strasburg, Va.

Conductor Wand, of Akron Junction, who was injured by falling from a car some time ago, is improving nicely.

A. L. Brenneman, first trick operator at XN Tower, has purchased some property at Cuyahoga Falls and will shortly move his family to that point.

E. S. Keeny, of Chardon, Ohio, after having been engaged in other lines of work for thirty years, has entered the service as operator at P. Y. & A. crossing. Mr. Keeny is a genuine "old timer," dating back to the good old P. & W. days, he at one time having been agent and operator at Wurtemburg, at which time there was but one house in what is now Ellwood City, and that was a farm dwelling. The only railroad there, was across the Connequenessing River through the old town of Wurtemburg.

On the night of February 10, Lake Branch trains were handled with a telegraph circuit set up via Painesville, Cleveland, and New Castle Junction, on account of some wire trouble. Whether a telephone circuit for dispatching trains would stand the gaff under like conditions or not is a question with some of the telegraphers. The older telegraphers do not think a telephone circuit alone would be able to handle the business under like conditions.

Engineer R. H. Stone has disposed of his Hazel Street property at Akron, and, we understand, has purchased some property in Kenmore.

Chicago Division

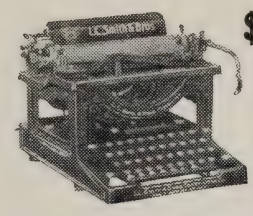
Correspondent, P. G. ERVIN, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON.....Chairman, Superintendent, Garrett, Ind.
T. J. ROGERS....Vice-President, Trainmaster, Garrett, Ind.
T. E. JAMIESON.....Trainmaster, Garrett, Ind.
JOHN TORDELLA.....Division Engineer, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
F. N. SHULTZ.....Division Operator, Garrett, Ind.
W. F. MORAN.....Master Mechanic, Garrett, Ind.
D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
J. E. FISHER.....Road Foreman of Engines, Garrett, Ind.
DR. W. A. FUNK.....Medical Examiner, Garrett, Ind.
DR. C. W. HEDRICK.....Medical Examiner, Willard, O.
J. D. JACK.....Claim Agent, Garrett, Ind.
J. F. MILBURN.....Act. Sec'y, Y. M. C. A., Willard, O.
JOHN DRAPER.....Agent, Chicago, Ill.
W. P. ALLMAN.....Agent, Avilla, Ind.
H. C. BARETTA.....Engineer
W. J. WISENBAUGH.....Fireman
C. B. MAXWELL.....Conductor
A. C. SMITH.....Brakeman
S. R. YINGLING.....Machinist
W. G. MEHL.....Machinist
J. N. DAVIS.....Machinist
C. F. WESSEL.....Car Inspector
H. J. BLAKE.....Air Brake Repairman
C. D. BERGSTRESSER.....Yard Brakeman

Russel W. Eckert, formerly a stenographer in the superintendent's office at Garrett but now with the U. S. Army at Fort Thomas, Kentucky, visited friends in Garrett for a few days.

Aaron D. Scissinger, formerly employed as carpenter at Garrett, but who was furloughed last June account of enlisting for service with the U. S. Navy, died in the Naval Hospital at Boston, Mass., on Sunday morning, February 3. The funeral was held in Garrett and the attendance was very large. There were many beautiful floral offerings. Mr. Scissinger was the son of engineer H. D. Scissinger and is the first Garrett boy to die while in the service of the United States. The heartfelt sympathy of the entire community is with Mr. Scissinger and his family in their bereavement.



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We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted.

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FRANK A. O'CONNELL
Advertising Manager
Mount Royal Station — Baltimore, Maryland

Division engineer and Mrs. John Tordella are mourning the death of their eighteen-months old daughter Alice, which occurred at the family residence in Garrett on the morning of February 21. Burial was at Newark, Ohio. Mr. and Mrs. Tordella have the sympathy of the entire community in the loss of their daughter.

The accompanying photograph shows the five children of conductor and Mrs. R. A. McKinley, of Garrett. Note how contented they all seem to be, especially Miss Jessie May, standing in front. This youngster, who is only three years old, has a smile for everyone and it never wears off. Incidentally she is an excellent singer, considering her age, and not long ago sang at a banquet given in the Odd Fellows' Hall at Garrett.

On Sunday morning, February 17, occurred the death of Master Walter Miller, eight year old son of Mrs. and Mr. Edward Miller of Garrett. Walter had been sick for some time, but his death was unexpected and came as a great shock to his parents and friends. Mr. Miller is employed as a machinist in the shops and we extend to him our heartfelt sympathy in his loss.

L. L. Plumer of Fort Thomas, Kentucky, visited friends in Garrett for a few days. Mr. Plumer was formerly stenographer to the car distributer at Garrett, but enlisted for service with Uncle Sam last December and is now in training at Fort Thomas. "Louie" is looking fine.

Below is a typical pose of R. A. Mason, night general yardmaster at Willard, Ohio. "Ralph" is well known on all divisions leading out of Willard. He left the telegraph service several years ago for a position as chief rider on the westbound hump. Later he was advanced to yardmaster and finally to general yardmaster, in which position he now serves. All who have dealings with him must appreciate the fact that he is one "live wire."



R. A. MASON



CHILDREN OF CONDUCTOR AND MRS. R. A. McKINLEY, GARRETT, IND.

South Chicago

Correspondent, Mrs. Bertha A. Phelps,
Wheelage Clerk

George Seifert, who for a long time was chief maintainer at Calumet River bridge, has enlisted in aviation service and when last heard from was at Jefferson Barracks. Mr. Seifert has been in the employ of the Baltimore and Ohio for a number of years and in losing him we feel that we have given one of our best young men to the service of the country.

During the January storms supervisor Hogan's men loaded and unloaded 592 cars of snow taken from the yards here, and in one section at Wolf Lake yards, covering a distance of sixteen car lengths, twenty-eight cars were unloaded.

On February 28 President Willard and party made a trip through the South Chicago district.

Miss Harriet Sack, stenographer in agent Altherr's office, slipped away for a day recently and became the bride of a promising young doctor. She is now Mrs. Taylor and has the best wishes of her co-workers.

Superintendent Jackson was one of the active "clerks" in our office a few weeks ago.

Miss Ann Skilling, of general foreman Shay's office, was called to Garrett recently because of illness and death of her father. The sympathy of the employes is extended to her.

Harry Burke, machinist in South Chicago shops, and his brother, C. W. Burke, of the Iroquois Iron Company, but for many years an employe of this Company, were called to Keyser a short time ago by the death of their father, who was formerly a Baltimore and Ohio employe until retired under the age limit.

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Divisional Safety Committee

J. L. NICHOLS.....Chairman, Superintendent
J. W. DACY.....Trainmaster
C. P. PALMER.....Division Engineer
R. L. FAITHORN.....Assistant Engineer
ALEX CRAW.....Division Claim Agent
J. A. QUINN.....Captain of Police
C. L. HEGLEY.....Examiner and Recorder
H. McDONALD.....Supervisor, Chicago Division
WILLIAM HOGAN.....Supervisor, Calumet Division
F. K. MOSES.....Master Mechanic
F. S. DeVENY.....Road Foreman of Engines
CHARLES ESPING.....Master Carpenter
DR. E. J. HUGHES.....Medical Examiner
C. O. SEIFERT.....Signal Supervisor
E. J. DOYLE.....Assistant Agent, Forest Hill
EDWARD MATTINGLY.....General Car Foreman

ROTATING MEMBERS (to serve three months)

D. M. JULIAN.....Car Foreman, Chicago
RAY ELDER.....Car Foreman, East Chicago
W. A. MOORE.....Engine Foreman, Blue Island
L. R. SHEARER.....Engine Foreman, East Chicago
J. E. CARTAN.....Engine Foreman, Robey Street
WM. H. CURRY.....Locomotive Engineer, East Chicago
P. S. PEARSON.....Locomotive Engineer, Blue Island
JOHN LATSHAW.....Locomotive Engineer, Robey Street
O. NORWOOD.....Machinist, Robey Street
W. H. SMALLMAN.....Machinist, East Chicago
J. McBRIDE.....Boilermaker, East Chicago
ROBERT DOVE.....Boilermaker, Robey Street

Several of the boys have received cards from George Hesslau, formerly of the claim department. He writes from "somewhere in France" and is using the Y. M. C. A. headquarters as shown by his stationery.

Lieutenant R. R. Notter spent a few days in Chicago with his family and friends. Lieutenant Notter is attached to the headquarters troop at Camp Logan.



SOUTH CHICAGO SHOPS

1—Looking east. 2—Sidewalk in front of home of general car foreman KLEIST. 3—Snow bank between tracks 30 and 31. 4—W. F. Ross, assistant car foreman, and R. A. KLEIST, general car foreman. 5—Another view of track 30. 6—Wolf Lake repair track.

Photos by R. A. Kleist.

The fire department has been organized at Lincoln Street Terminal with the following members:

F. Ferguson, electrician; J. Sasak, laborer; T. Youwer, wheel lathe operator; G. Pairsi, machinist helper; W. Salapotek, handy man helper; C. Kadletz, boilermaker helper; F. Foltice, handy man, power plant; C. Cizkovsky, battery repairman; A. Helgesen, battery repair helper; F. Ancona, boilermaker helper; F. Duda, handy man; L. Sobeski, boilermaker helper and M. Kuda, laborer.

F. Ferguson is chief of the department and is holding weekly drills. The men are showing the result of the training whenever called.

Charles Quinby, assistant road foreman of engines, has returned to duty after several weeks of illness.

Ohio Division

Correspondent, W. L. Allison, *Operator DO Office*, Chillicothe, O.

Divisional Safety Committee

E. W. Hoffman.....Chairman, Superintendent
R. Mallen.....Trainmaster
J. M. Mendell.....Road Foreman of Engines
W. F. Hayes.....Master Mechanic
A. H. Freygang.....Division Engineer
J. G. Selby.....Medical Examiner
E. Cole.....Supervisor
J. C. Molter.....Captain of Police
G. E. Wharff.....Agent, Portsmouth, O.
T. J. Dunkle.....Conductor
E. W. Foster.....Brakeman
C. Deininger.....Engineer
C. M. Varian.....Fireman
H. M. Cunningham.....Yard Conductor
W. F. Ottman.....Painter Foreman
G. H. Medert.....Machinist

Dr. Robert Conard, former Company surgeon and Mrs. Conard, of Blanchester, now located at Fort Sill, Okla., visited friends and relatives at Blanchester and New Vienna. Dr. Conard has been commissioned major.



M. J. DUGAN, JR.



TWIN DAUGHTERS OF AGENT C. A. ERWIN, NORTH VERNON, IND.

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

A. A. Iams.....Chairman, Superintendent, Seymour, Ind.
J. B. Purkhiser.....Trainmaster, Seymour, Ind.
H. S. Smith.....Trainmaster, Seymour, Ind.
C. E. Herth.....Division Engineer, Seymour, Ind.
J. E. Quigley.....Master Mechanic, Cincinnati, O.
S. A. Rogers.....Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy.....Division Operator, Seymour, Ind.
P. T. Horan.....General Foreman, Seymour, Ind.
E. Massman.....Agent, Seymour, Ind.
J. E. Sands.....Agent, Louisville, Ky.
J. E. O'Dom.....Claim Agent, Cincinnati, O.
F. O. Bunton.....Secretary, Seymour, Ind.

Rotating Members

V. L. Dowell.....Fireman, Seymour, Ind.
W. F. Clause.....Conductor, Seymour, Ind.
Joe Stewart.....Engineer, Seymour, Ind.
L. D. Harrington.....Section Foreman, Blocher, Ind.

Above is the picture of the twin daughters of agent C. M. Erwin, North Vernon, Ind., namely, Ruth and Virginia Erwin, age two years.

On next page is photograph of the residence of George McCauley, conductor on this division, in service since December 23, 1903. The house is located at 222 North Thirty-second Street, Louisville, Ky. Mr. McCauley is justly proud of his home.

To the left is photograph of M. J. Dugan, Jr., who, until September 15, 1917, was boiler foreman at Seymour, and upon that date the call of his country transformed him from a civilian to a soldier. He went into his new work with a determination to do his part in helping Uncle Sam win the war, ever bearing in mind the lofty ideals for which we are fighting.



HOME OF CONDUCTOR GEORGE McCAULEY

Washington, Ind., Shops

Correspondent, J. R. MINTER, *Shop Draftsman*

Corporal Robert H. Wagner, who enlisted in the regulars and is stationed at Chattanooga, Tenn., recently spent a ten day furlough at home with his parents.

If you see a blue streak going by, you will know it is "Dutchy" Bultman, the day engine-house foreman. "Dutchy" says "if work yesterday is like it is tomorrow, I'll be durned."

"Wild" Bill Curtis, alias "Ash Pan Bill," says the only way to tell Sunday from any other day in the roundhouse is when John Kehoe, the hustling boiler foreman, wears a green necktie.

William Birx, pipe fitter, while fishing in Hawkins Creek, saw a crippled sand hill crane and although its legs were four feet long, thought it was a wild duck. After a four hour chase he corralled the crane, and, dressed up in his Sunday best, presented the crane to his best girl. For further information, see William.

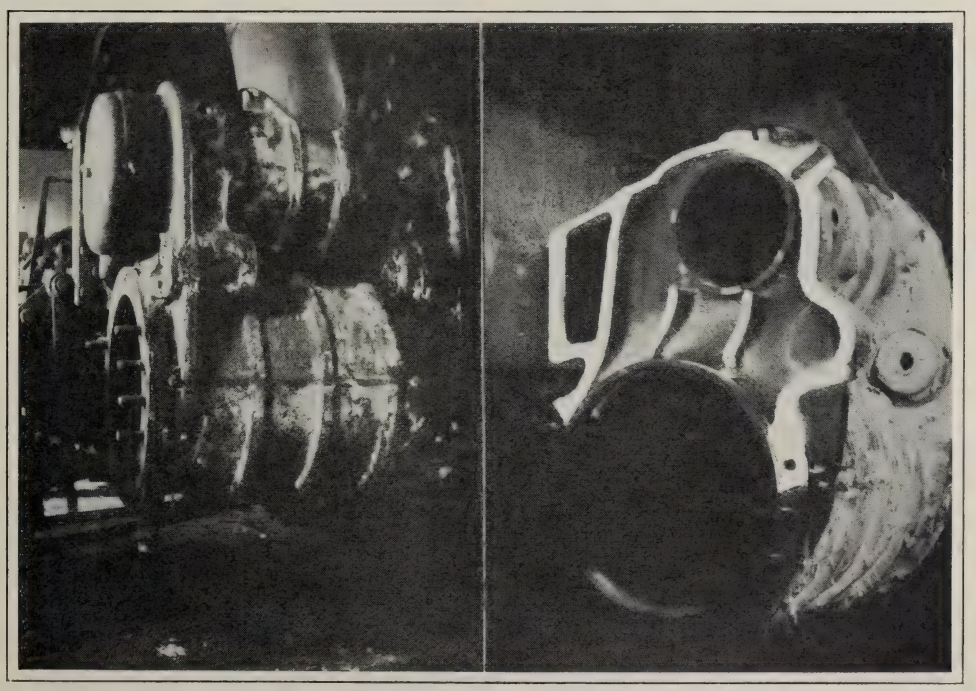
Henry Degner, the stenotype "speed king," stenographer to master mechanic Harris, purchased a pair of goggle-eyed specs, and immediately joined the "Puchey" Boys' Club.

Speaking of oxy-acetylene welding, we recently welded a cylinder on engine 2847, as can be noted by referring to photographs. The acetylene outfit certainly saved the day during the recent cold period, as we had several cylinders broken which were all reclaimed by welding them and each job was successful.

The new storeroom at this point has been finished and the re-arrangement of stock is almost completed. Frank Stone, shipping clerk, is in charge.

The apprentice boys at this point are receiving good and efficient training under apprentice instructor Don A. Donaldson. "Soully," as he is familiarly known, is a hustling little fellow, and is right there with the goods.

What has become of "Senator Dick," the fuel inspector? We haven't seen his smiling face for quite awhile. Senator made the address at our flag raising, which is so well remembered by the people of Washington.



CYLINDER OF LOCOMOTIVE 2847 IN WASHINGTON, IND., SHOPS

Cincinnati Terminal

Correspondent, T. W. CALVIN, *Transportation Department*

Divisional Safety Committee

E. T. HORN.....Chairman, Supervisor of Transportation
J. H. MEYERS.....Trainmaster
J. M. MENDELL.....Road Foreman of Engines
L. A. CORDIE.....Assistant Terminal Agent
DR. G. R. GAVER.....Medical Examiner
J. M. BURKE.....Car Foreman
H. P. HOGAN.....General Foreman
G. A. BOWERS.....General Foreman
T. MAHONEY.....Supervisor

ROTATING MEMBERS

E. R. HOTTEL.....Machinist
H. W. KIRBERT.....Engineer
C. R. DOOLITTLE.....Yardmaster
G. HURDLE.....Inbound Foreman
R. H. SEARLS.....Claim Clerk

Illinois Division

Correspondent, WALTER S. HOPKINS, *Chief Clerk to Division Accountant*, Flora, Ill.

Divisional Safety Committee

C. G. STEVENS.....Chairman, Superintendent
OMER T. GOFF.....Secretary, Secretary to Superintendent
K. S. PRICHETT.....Trainmaster
J. W. ODUM.....Trainmaster
D. HUBBARD.....Division Engineer
W. F. HARRIS.....Master Mechanic
C. H. CREAGER.....Road Foreman of Engines
M. A. MCCARTHY.....Division Operator
H. E. ORR.....Master Carpenter
C. S. WHITMORE.....Signal Supervisor
M. F. WYATT.....Supervisor
G. H. SINGER.....Agent, East St. Louis
C. S. MITCHELL.....Agent, Flora

ROTATING MEMBERS

H. W. CREAGER.....Engineer
L. R. PEEPLES.....Fireman
R. R. PARISH.....Conductor
N. MCDONALD.....Brakeman
J. E. HOWARD.....Machinist
JOHN ROCHE.....Boilermaker
A. W. HENNINGS.....Car Inspector
J. J. SHANNON.....Track Foreman

"Absence makes the heart grow fonder." This maxim, I believe, originally referred to individuals, but will apply to a great many things. When our expectations are at their highest and that for which we have hoped does not appear, our disappointment is the greatest. To make a success of any undertaking in which several are involved, we must have the cooperation of all concerned.

The non-appearance or rather the absence of our copy of the Baltimore and Ohio EMPLOYES MAGAZINE at the time it is due makes us begin to ponder and to wonder why it is a day late, at the same time longing for a look at its pages; then when it arrives and we immediately turn to the columns showing the news from our division, expecting to read the items which we are naturally most interested in, because they eminate from home, and we find there is nothing shown but the names of the Safety Committee on our division, you well know the feeling of disappointment that creeps over you. Your first thought is "why?" then do you stop to consider that you have made no effort to cooperate with the division correspondent, assisting him to have the columns assigned to your division filled with items that would be of interest to your fellow employes?

I have recently heard numerous expressions from employes of the Illinois Division, these expressions being mostly those of disappointment account of no items appearing in the columns assigned to the division and it is for the purpose of bringing the Illinois Division



NEW DEPOT AND DIVISION OFFICE BUILDING AT FLORA, ILL.

back into the limelight that I appeal to the employes of this division to assist me in accomplishing this. We cannot criticise our former correspondents, as they were busy men, besides they did not have the proper assistance or rather the cooperation necessary to justify their following the matter up closely. You are well aware that it is impossible for a correspondent to accumulate data without the assistance and cooperation of the other employes and for that reason each of you who see or learn of things that would be of mutual interest to all, should so advise the division correspondent.

From personal observation I note we have on the division poets, artists, photographers and possibly authors. This being the case, why not fill up the gap between the caption "Illinois Division" and the advertising pages? Because we are last in the book it should not indicate that we are to be the least, as we have been for some time past.

I realize that we all dislike publicity. I dare say, however, that each of us smile inwardly when we see our name or photograph in the MAGAZINE and I imagine we all carefully place that particular copy in the book case for future reference or possibly request an additional copy to be handed to some special friend or relative with a request that they refer to one certain page, at the same time commenting on what an excellent magazine is published by the Baltimore and Ohio Railroad Company. Now let's all get a little publicity. It makes you feel your importance in the world and at the same time encourages the "other fellow" to greater things, oftimes bringing out talents heretofore unknown to them. Competition, as you know, is the life of trade and by our efforts to excel the "other fellow" it not only sharpens our own wits but accomplishes that which we originally hoped for, that of being fonder of our MAGAZINE, the absence of which makes us long for a copy, then when it is received and we turn to the "Illinois Division" we see to our delight the columns are filled with interesting news that we all enjoy.

Since writing the above I note my predecessor has submitted a number of interesting articles for publication in the February issue and they were read with pleasure; however, my object in writing the above was for the purpose of securing the support of all the Illinois Division employes for future additions, as for several months previous to the February issue no items from this division were published.

Philip H. Groscup, successor to C. E. Francis as division accountant at Flora, Ill., is gradually becoming acclimated to the prairie country. It was difficult for a time for "Phil" to walk on the level after being accustomed to the hills around Cumberland, but now that the flowers have started to bloom and the birds to sing he is very well pleased with his new location.

"Steve" Porter, foreman at Vincennes, is back in the harness. No place like home and as Mr. Porter has been associated with the Baltimore and Ohio for so many years he was dissatisfied away from it.



"Look At Him Today!"

"Six years ago he started in here just as you are doing. Now he's General Manager and makes more in a day than he used to make in a week. The first week he was here he began to train for the job ahead by studying in spare time with the International Correspondence Schools. Inside of six months he got his first promotion. You've got the same chance he had, young man. Follow his example. Take up some I. C. S. course right away. What *you* are six years from now is entirely up to you."

This is the story of thousands of successful men. They did their work well, and in spare time, with I. C. S. help, trained themselves for advancement. That's the thing for *you* to do. Whatever your chosen work may be, there is an I. C. S. Course that will prepare you right at home for a better position with bigger pay.

More than 100,000 men are getting ready for promotion right now in the I. C. S. way. Let us tell you what we are doing for them and what we can do for you. The way to find out is easy. Just mark and mail this coupon.

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BOX 8506, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, *before* which I mark X.

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- ☐ Electric Lighting
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- ☐ Telegraph Engineer
- ☐ Telephone Work
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- ☐ Mechanical Draftsman
- ☐ Machine Shop Practice
- ☐ Gas Engine Operating
- ☐ CIVIL ENGINEER
- ☐ Surveying and Mapping
- ☐ MINE FOREMAN OR ENGINEER
- ☐ Metallurgist or Prospector
- ☐ STATIONARY ENGINEER
- ☐ Marine Engineer
- ☐ ARCHITECT
- ☐ Contractor and Builder
- ☐ Architectural Draftsman
- ☐ Concrete Builder
- ☐ Structural Engineer
- ☐ PLUMBING AND HEATING
- ☐ Sheet Metal Worker
- ☐ Textile Overseer or Supt.
- ☐ CHEMIST
- ☐ SALESMANSHIP
- ☐ ADVERTISING
- ☐ Window Trimmer
- ☐ Show Card Writer
- ☐ Sign Painter
- ☐ Railroad Trainman
- ☐ ILLUSTRATING
- ☐ Cartooning
- ☐ BOOKKEEPER
- ☐ Stenographer and Typist
- ☐ Cert. Public Accountant
- ☐ TRAFFIC MANAGER
- ☐ Railway Accountant
- ☐ Commercial Law
- ☐ GOOD ENGLISH
- ☐ Teacher
- ☐ Common School Subjects
- ☐ Mathematics
- ☐ CIVIL SERVICE
- ☐ Railway Mail Clerk
- ☐ AUTOMOBILE OPERATING
- ☐ Auto Repairing
- ☐ Navigation
- ☐ AGRICULTURE
- ☐ Poultry Raising
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The price of the Fox Typewriter, with regular equipment, is $100.00, but our **Railway Discount** of 25% reduces this to $75.00.

Send any amount you can spare, from $5.00 up, as a first payment, and pay $5.00 monthly. 5% discount for all cash. If $10.00, or more, is sent with order **we will include free** a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

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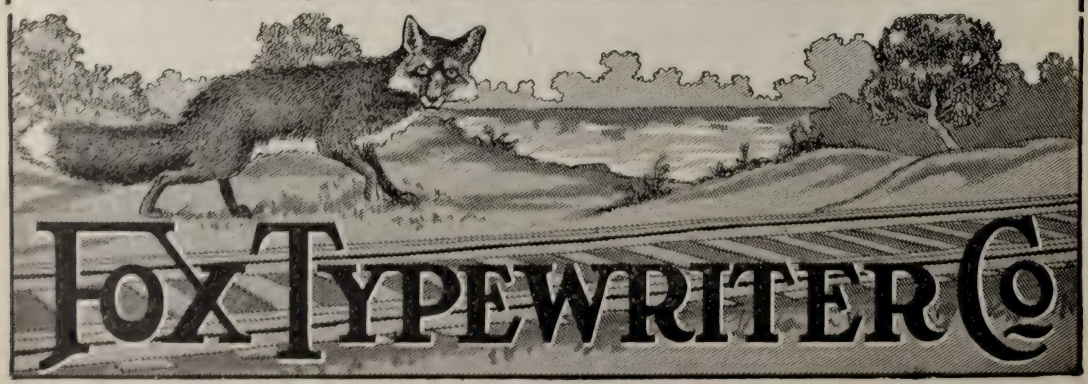
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in the Baltimore and Ohio Employes Magazine and a number of exclusive features of its own

The ordinary typewriter will not meet the requirements of the telegraph operator. Our New Fox Telegraphers' Model is a revelation in completeness, durability, ease of operation and special automatic features. It is fully Visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

The Famous Fox Telegraphers' Keyboard has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on other typewriters.

These typewriters are strictly new stock, up-to-the-minute in every detail, complete with telegraphers' keyboard, any size or style of type, shift or shiftless, rubber covers, two-color ribbons and are guaranteed for three years from date of purchase.

Please order direct from this offer, mentioning the Baltimore and Ohio Employes Magazine, and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



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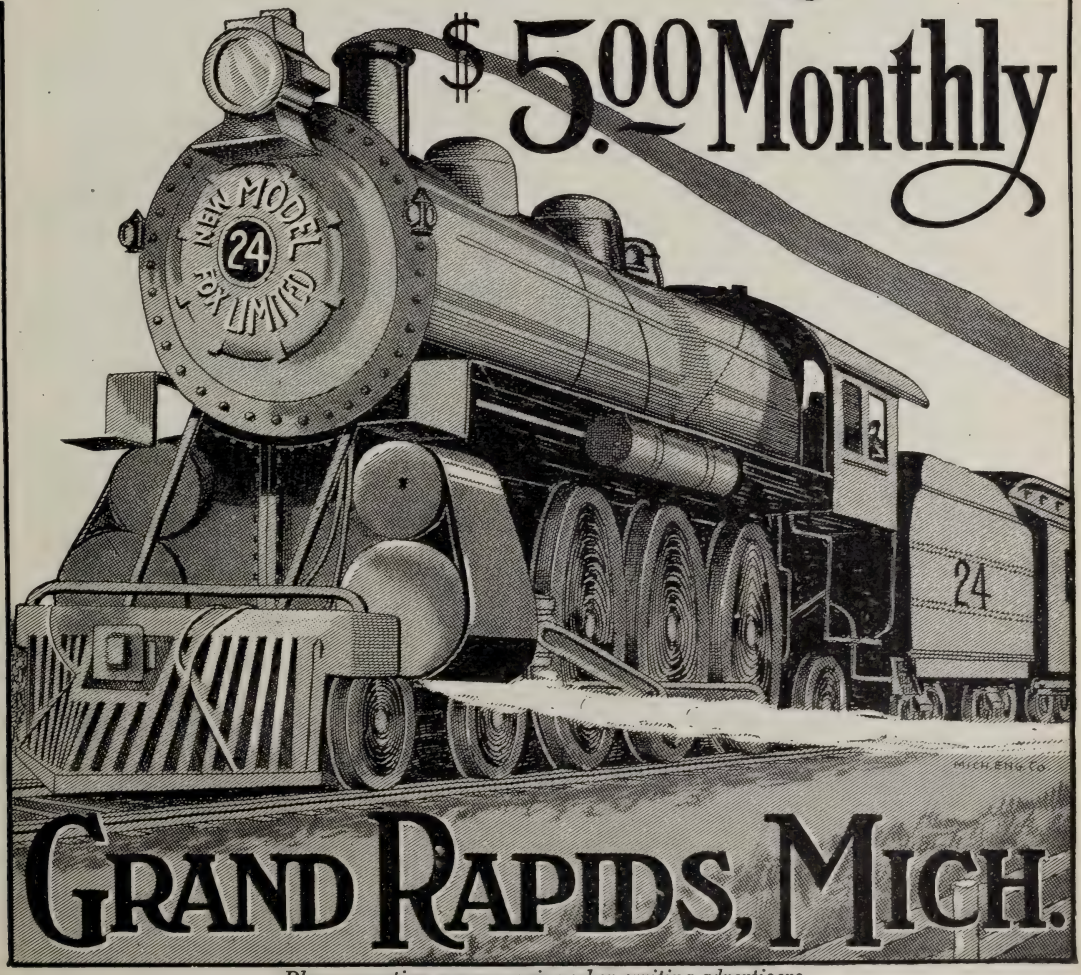
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Owing to the inclemency of the weather the last meeting of the Freight Claim Prevention Committee did not have full attendance. We are hoping for a larger attendance at the next meeting. Chairman Singer certainly deserves great credit for the good accomplished.

"Bingo" and "Casey" have been passed as fit subjects for the Kaiser's wrath. We will let you know in the next issue whether or not they fell into line as brave soldiers.

Walter Platz, former brakeman, now at Camp Shelby, Miss., writes that he has been assigned to the "bakery" and that he has learned to make excellent bread. Walter will certainly make a good husband when he returns.

Conductor Charles Ireland was off a few days owing to sickness.

"Lize" Greenwood has had the alfalfa clipped from his visage. Owing to the fact that he so nearly resembled a German spy, he feared assassination. Gustavus Malinskey, however, has no fear and is still the proud possessor of a nice goatee.

We have received no reports of deeds of merit for publication in this month's issue. Possibly there were some during the month and those having knowledge of such should report them.

The water train has been taken off, much to the dissatisfaction of the crew, but to the entire satisfaction of the railroad officials.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

ROSS B. MANN.....Chairman, Superintendent
E. J. CORRELL.....Vice-Chairman, Assistant Superintendent
R. W. BROWN.....Trainmaster
F. J. PARRISH.....Division Engineer
I. E. CLAYTON.....Division Operator
MORTON DIBBLING.....Machinist
FRED IREY.....Road Engineer
F. MCKILLIPS.....Yard Conductor
MILDRED MCCARTHY..Secretary, Secretary to Superintendent
DR. F. H. HUTCHINSON.....Medical Examiner, Relief Department, Lima, O.
DR. R. C. POTTER....Medical Examiner, Relief Department, East Dayton, O.

W. J. Kroger who has been in the employ of the Toledo Division as relief agent and operator for the last ten years, has resigned from service to accept employment with the Troy Body Works.

Edward Morrisey, clerk in the superintendent's office, recently recovered from an operation, which was performed at St. Elizabeth's Hospital.

The deep sympathy of all employes on the Toledo Division is sincerely extended to Walter L. Augspurger, night chief train dispatcher, who had the misfortune to lose his son Stanley R. on the ill-fated "Tuscania." Young Augspurger, a graduate of the class of 1917, Michigan University, enlisted in the 20th Engineers in Oregon, in which state he had entered the service of the Government in the Forestry Department. Like all other patriotic Americans he felt the call of patriotic duty and offered his services to the Government as a private in the engineering corps. His spirit was that of America, eager to do what he could to help his country. When the treacherous blow from the Hun submarine mortally wounded the "Tuscania," Stanley R. Augspurger was among others whom fate decreed should yield their lives. While thousands upon thousands of his comrades are bearing arms today on the battle-fields of Europe, it fell to his unhappy lot to surrender his life while on the way to join the others. But he died a hero's death and the history of the nation is richer today because of the sacrifice he made.

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Supervisor M. & W. Department
D. W. BLANKENSHIP.....Section Foreman
S. H. JOHNSON.....Engineer
E. E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

Courtesy

Offering a seat to the man who enters your office is not courtesy—that's duty.

Listening to the grumblings, growlings and groanings of a bore without remonstrating is not courtesy—that's forbearance.

Courtesy is doing that which nothing under the sun makes you do but human kindness. Courtesy springs from the heart. If the mind prompt the action, there is a reason; if there be a reason it is not courtesy, for courtesy has no reason.

Courtesy is good-will, and good-will is prompted by a heart full of love to be kind.
—*The Ambassador.*

Baltimore & Ohio Employes Magazine



It's up to You!

April 1918



THE FOOD SITUATION

[No. 2 OF A SERIES]

FRANCE, Great Britain, Italy and Belgium must now import sixty per cent. of their breadstuffs instead of the forty per cent. they imported before the war.

America must supply the greater part of this need. We can not send them corn because they have not enough mills to grind it. We can not send them cornmeal because it spoils in shipping. The oats, rye, barley, etc., that we send will not support them unless mixed with wheat. WE MUST SEND THEM MORE WHEAT, and to do this WE MUST EAT LESS WHEAT BREAD.

Have at least ONE WHEATLESS day each week and one WHEATLESS MEAL each day. By wheatless we mean eat no wheat products. Use corn, oats, rye, barley, or mixed cereal breads, as wheat saving breads.

Order wheat bread from your baker at least 24 hours in advance so that he will not bake too much. Cut the loaf of bread on the table. Use all stale bread for toast or cooking. Eat less cake and pastry.

THE UNITED STATES FOOD ADMINISTRATION asks you to get behind our soldiers, sailors and associates by sending them now the most food possible in the least shipping space. Every man, woman and child in America can help by eating less wheat, beef, pork, fats and sugar, more of other plentiful foods which can not be shipped, and by avoiding waste.

EAT PLENTY, WISELY, WITHOUT WASTE,
AND HELP WIN THE WAR

Reprint from material furnished by the

UNITED STATES FOOD ADMINISTRATION



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Only a few men have an authoritative knowledge of Traffic. This means that there is a constant and insistent demand for experts. Over half a million great industrial concerns and all the railroads need proficient traffic specialists. This is your opportunity. Through the La Salle Home Study Course in Interstate Commerce and Railway Traffic you can prepare to answer that call. You can get the knowledge which equips a man to step into one of those paying positions.

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You find competent traffic men earning from $40 to $100 a week. Men who have the best command of the subject through specialized training, often draw from $7,500 to $10,000 a year. The work is agreeable and high class and offers opportunities to connect with the great business organizations and railway systems. The new conditions which brought about government control of the railroads means a pressing need for more trained traffic men—and the man who proves his worth now will be the one with the best chance in the reorganizations sure to go into effect after the war. Opportunity demands that heed this call to advance yourself and to serve the nation.

Train By Mail

Simply apply your spare time. Qualify while holding your present position. Our experts will give you their direct, personal instruction by mail, taking you step by step through every detail of the course, giving you an intimate knowledge of the problems of Interstate Commerce and Railway Transportation. Our course is recommended and endorsed by railroad executives and big industrial shippers throughout the country. The training is under the supervision of a large corps of the most prominent traffic experts in the country, headed by N. D. Chapin, who until his connection with us, was Chief of Tariff Bureau, New York Central Lines. This course prepared by leading authorities thoroughly qualifies the student for every duty required of a high grade traffic manager. It trains him for a high salaried railroad or industrial traffic position. It puts him above the crowding, crushing competition which is always found among applicants for small-paying jobs.

Send the Coupon

For proof that our graduates are thoroughly qualified by our training to hold the best positions and increase their earning capacity, let us send you letters from students and full details concerning the LaSalle Extension University Course in Interstate Commerce and Railway Traffic. Send the coupon now and receive all this and our free book "Proof".

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Send FREE BOOK about opportunities now open to TRAFFIC EXPERTS with La Salle University Training. It is understood that I am not obligating myself in any way.

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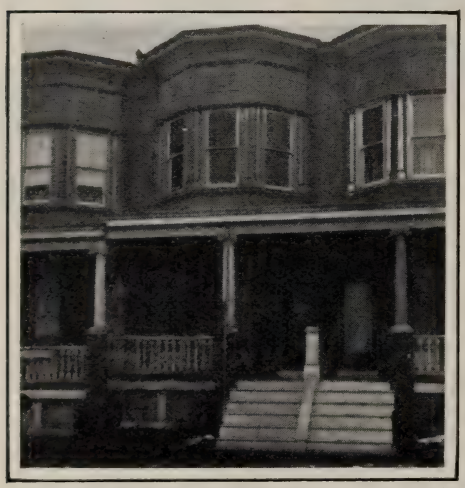
Present Position .....

Address .....

Some of the Properties Owned by the Savings Feature of the Relief Department

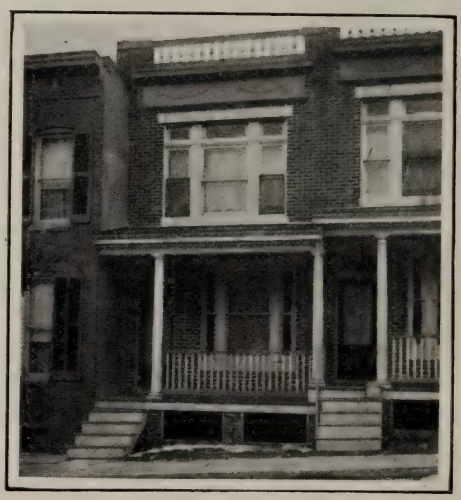
Which May be Purchased on the Monthly Rental Plan

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3011 GRAYSON ST, (Walbrook)

6 rooms, bath, gas and electric lights, furnace heat. Lot 14 feet 3 inches by 90 feet. Price $1550.00. Ground rent $65.00.



1571 CARSWELL ST. (near Clifton Park)

6 rooms and bath, gas and electric lights, furnace heat. Lot 14 feet by 90 feet Price $1350.00. Ground rent $58.00.

CONNELLSVILLE, PA.



309 EAST CEDAR AVENUE

6 rooms, gas, city water and sewer, shingle roof, stone foundation and one out building. Lot 54 feet 4 inches by 150 feet to an alley. Price $3100.00.

GRAFTON, W. VA.



344 EAST MAIN STREET

9 rooms, gas, city water and sewer, metal roof, stone foundation. Lot 40 feet by 102 feet. Price $3100.00.



ST. JOE, INDIANA

MAIN STREET

19 rooms, shingle roof, brick foundation. 1 out building 10 feet by 12 feet. Lot 100 feet by 150 feet. Price $1600.00. Suitable for hotel or large boarding house.

FLORA, ILLINOIS

AUSTIN STREET

4 rooms, city water and sewer, shingle roof, concrete foundation. Lot 74 feet by 208 feet. Price $1000.00.





GARRETT, INDIANA

SOUTH PETER STREET

8 rooms, gas and electric lights, city water and sewer, shingle roof, brick foundation. Lot 50 feet by 125 feet. Price $1450.00.

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6 rooms and out building, shingle roof, stone and brick foundation. Lot of about one-third of an acre. Price $600.00.



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Trapshooting has its "old-timers"—veterans of the game for fifteen or more years. By attending shoots, serving as officials, increasing the membership, instructing new members, promoting club events and otherwise serving the club, they've been the "old reliables" whose loyalty rightly deserves recognition by fellow-members and sportsmen everywhere.

Show these "old-timers" you are appreciative of their work to make trapshooting the "sport alluring."

At the Gun Clubs

members and officials will give you a royal welcome. You can take part in "Old-Timers' Shoots" and be eligible for the trophies provided for the participants in this national event in honor of trapshooting's worthy veterans.

Club officials should make arrangements now to conduct an "Old-Timers' Shoot" in May or June. Write to Sporting Powder Division for complete information. Use the coupon.

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The Arlington Works, 725 Broadway, New York, Ivory Py-ra-lin and Cleanable Collars.
Harrison Works, Philadelphia, Pa., Paints, Pigments, Acids, Chemicals.
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- ☐ Sporting Powders
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- ☐ Metal Preservatives
- ☐ Bronze Powders

(Baltimore & Ohio Employes Magazine)

DU PONT



BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 5 BALTIMORE, APRIL, 1918 Number 12

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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.


My Daddy Bought Me a Government Bond
of the
THIRD LIBERTY LOAN
Did Yours?

It's Up To You—Buy Liberty Bonds

Following is an inspiring appeal of President Willard, which it is desired be read by every officer and employe of this service, in regard to subscriptions to the Third Liberty Loan of our Government. There is nothing that can be added to it that will strengthen it.

THE QUESTION OF HELPING OUR BELOVED COUNTRY IS RIGHT BEFORE YOU—RIGHT UP TO YOUR FRONT DOOR.

None of us can evade the responsibility. The question is MEN and MONEY. There are those of us who have given both. All honor to them. The least we can do is to loan our money, backed by the safest security on earth. When we are counted up, let every name, wherever possible, appear on the list of Patriots.

J. S. MURRAY,
General Chairman, Third Liberty Loan Campaign Committee.

THE BALTIMORE AND OHIO RAILROAD COMPANY
OFFICE OF THE PRESIDENT

DANIEL WILLARD
President

BALTIMORE, MD., April 6, 1918

UNITED STATES THIRD LIBERTY LOAN

TO ALL OFFICERS AND EMPLOYES:

Once more it has become necessary for the United States Government—our Government—to obtain additional money in order that it may vigorously carry on the war, and all of us are asked to buy Liberty Bonds.

The President has said: "Billions of dollars are required to arm, feed and clothe the brave men who are going forth to fight our country's battles and to assist the nations with whom we are making common cause against a common foe. To subscribe to the Liberty Loan is to perform a service of patriotism."

What we are actually asked to do is to loan our money to the Government, taking as a receipt for the money we loan, a so-called Liberty Bond. Such bonds are in effect the promise of the United States Government to pay back to us at a specified time, the amount of money which it borrows from us, and also to pay to us at stated intervals—twice each year—interest on the money so borrowed, at the rate of 4¼% per annum.

While the conditions of the loan make it a safe and attractive investment, the matter should not be considered solely from that point of view. Our country is taking an active part at the present time in the greatest and most terrible war that has ever happened in the history of mankind, and no clearer statement of why we are at war has been made than was made by President Wilson when he said that the war was being fought to "make democracy safe upon the earth," and it may well be added that unless we succeed in bringing this war to a satisfactory conclusion on the battlefields of Europe, we may be forced at no distant date to continue the fighting on our own soil and for the immediate protection of our own homes.

1,800,000 of America's brave sons are now serving in the Army and Navy of the United States, thousands of them being already upon the battlefields fighting and, if necessary, dying to save the liberties and protect the rights of those of us who remain at home.

Nearly 3,000 of our fellow-employes in the Baltimore and Ohio service are now wearing our country's uniform, and many of them are actually taking part in the battle now raging in Europe. Those of us who remain at home and continue our ordinary pursuits have our duties also to perform, and it is clearly our duty at this particular time to lend our Government every available dollar we have or can save for that purpose.

Please think of the matter in this way: We are not asked to buy something that we do not need; we are asked to lend our money, or some of it, to our Government in order that our associates, our fellow-employes, our own sons, brothers, relatives and friends who have gone to the front may be given every support and protection that is possible while they risk their lives so that we may live in safety. Each individual should be glad and proud to assist his Government in such a time as this.

While it is hoped that each individual will buy as large a bond, or in other words, lend as large a sum of money to his Government as he is able to do at the present time, it has been so arranged that bonds of a denomination as small as $50.00 will be sold, and they can be paid for during a period of ten months, and in such cases the Baltimore and Ohio Company, if desired, will arrange to make a monthly deduction on the pay-roll from future earnings. This arrangement should enable all to do their bit.

Baltimore and Ohio employes have never been lacking in patriotism, and I hope and urge that each one to the extent of his ability will respond to this call of his Government in this great emergency.

The Secretary of the Treasury, in urging subscriptions for this loan, has well said that, "this is the time when we should all take pride in wearing our old clothes, and in exercising economy wherever possible," because the test of our loyalty and our patriotism will be the manner in which we rally to the support of those who are giving up their lives on the battlefields of Europe, in order that we may be safe and continue safe in our own country and in our own homes, and that liberty and justice may obtain throughout the world.

I am confident that we will all stand straighter, feel better, and be better satisfied with ourselves if we respond as promptly and as generously as possible.

Daniel Willard

President.

Enlist the Women and Children

In order to mobilize as large a working force as possible in the matter of securing subscriptions to the Third Liberty Loan, will you please suggest to the various committees of the departments under your respective control, that it is desired to enlist the services of employes' families—wives and children, boys and girls—to approach other Baltimore and Ohio employes and their families who may not have subscribed, and by personal solicitation, endeavor to have them do so.

In all great undertakings the influence of men's families—especially of the women—has been as effective, if not more so, than that of the men themselves in accomplishing important results. This should be particularly true, as to the matter of subscriptions to Liberty Bonds, which is of such great and vital interest to the families of the American Nation.

To this end will you please arrange to distribute this information *immediately*, using the wires for those that cannot be reached quickly by the mails.

Yours very truly,

J. S. MURRAY,

General Chairman, Third Liberty Loan Campaign Committee.

THIRD LIBERTY LOAN
READ HOW YOU MAY SECURE BONDS

THE BALTIMORE AND OHIO RAILROAD COMPANY

Baltimore, Md., April 6, 1918.

Employes who desire to subscribe for Third Liberty Loan Bonds may do so under one of the following plans:

1. Subscriber may make full payment for the amount of bonds subscribed for, or may make payments in instalments in the amounts and at the dates indicated in the Treasury Department circular, by forwarding application and cash or check to cover, direct to the Treasurer at Baltimore on or before May 4, 1918.

2. Subscriber may authorize ten equal monthly deductions from wages to the full amount of subscription by signing subscription blank below and delivering same to the nearest agency of the Company or forwarding direct to the Treasurer at Baltimore. The first deduction of ten per cent. of the subscription price will be made from the payroll for the second half of May, and the subsequent monthly payments will be deducted one-half from each period or the full payment from either period, as the subscriber may indicate in the application.

Employes who are subscribers to the First Liberty Loan under the partial payment plan with the Company, all the payments for which are not yet completed, may, upon request in the application, have deduction covering this Third Loan not begin on the payroll until the second half of July.

Application must be in the office of the Treasurer of the Company on or before May 4, 1918.

For further information apply to the office of Division Superintendent, or to the Treasurer at Baltimore.

THIRD LIBERTY LOAN

SUBSCRIPTIONS MUST BE IN TREASURER'S OFFICE ON OR BEFORE MAY 4, 1918

[Fill in blank spaces below, sign and forward to the Treasurer at Baltimore or deliver to an Agent, who will at once forward]

_____ 1918

To The Baltimore and Ohio Railroad Company:

Upon the terms of Treasury Department circular dated April 6, 1918, and forming a part hereof, the undersigned hereby applies for $_____ face amount of the 10-Year 4¼% Gold Bonds of the United States and agrees to pay face and accrued interest for the bonds and requests you to have application made for said amount of bonds for him. You are authorized to charge against and deduct from the wages of the undersigned in each month, beginning with the second half of May, an amount equal to one-tenth of the purchase price of the bonds above applied for until they are fully paid for. Adjustment of interest to be made at time of final deduction on the payroll.

Please make monthly deductions from wages due me thereafter

{ $_____ first half
$_____ second half } monthly payroll.

Signature of Subscriber _____

Address No. and Street _____

City or Town _____

County _____ State _____

Occupation _____ Division _____

Department _____

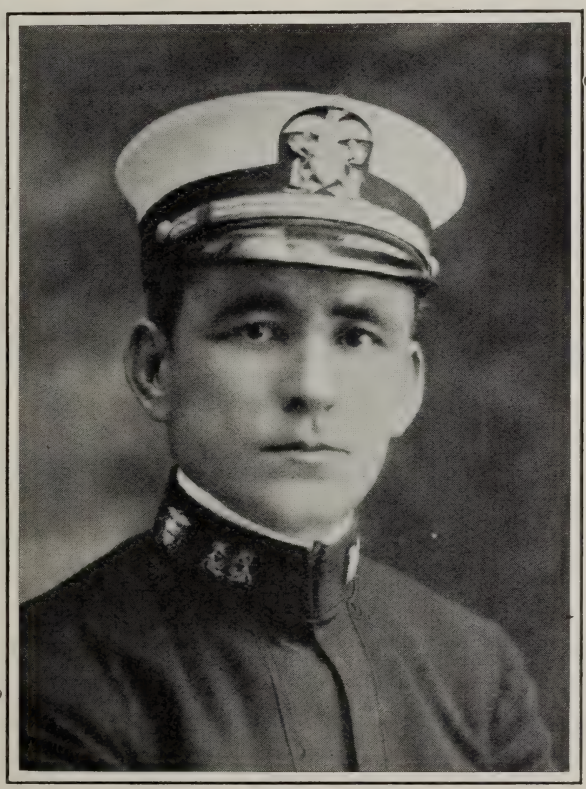
If you are a subscriber to FIRST LIBERTY LOAN and desire that deductions for the Third Loan do not begin until the second half July roll, indicate by cross X mark in space ☞ [ ]


FIGHT
OR
BUY BONDS
THIRD
LIBERTY LOAN

"Aye, Aye Sir," Said Captain Kelly, of The Baltimore and Ohio Navy, when Uncle Sam Gave the Word to Whip the Hun!

ON April 10, 1910, a young man, full of ambition. applied to W. E. Cornell, who was then terminal agent of the New York Terminal Properties, in charge of the marine end of the Baltimore and Ohio New York Navy, for a position as tug boat captain. Mr. Cornell looked him over and, after deep thought, told this young man that he would give him a chance as master of the tug boat "Oscar G. Murray."

Mr. Cornell kept his eye on this man, as he knew he was one out of the ordinary, and if given the proper coaching would "make good." He was not disappointed in his surmise, for E. J. Kelly, who is the man referred to, "came through" and showed he had the right stuff in him.



CAPTAIN EDWARD J. KELLY

When E. A. English was appointed marine supervisor he recognized the ability of Captain E. J. Kelly and often consulted him regarding matters affecting the tug boats. When in April, 1916, the duties of Mr. English as marine supervisor became so great as to warrant the appointment of an assistant, one of the ablest men on the New York property at the time was called upon to take this position. He was Captain E. J. Kelly.

When Captain Kelly took up his new duties he brushed up and worked harder than ever. Some of the deeds which he accomplished made his fellow staff officers and employes proud that they had such a man in their midst. As one instance of his bravery and loyalty to the Company, during a terrific storm in New York Harbor, the temperature down to two degrees above zero and the wind blowing at a velocity of eighty miles per hour, he went to Bush Docks with E. A. English on the tug boat "George M. Shriver" to do patrol duty and see that all Baltimore and Ohio equipment was put in safe berths. When they arrived they found plenty of work ahead, but this cheered Captain Kelly on. He immediately stripped for action and went down aboard the lighters, which were in danger of being chopped up by a wild

sea, placed lines on them and drifted them down the dock to a safe berth. At times the water was up to his waistline, but he cared not and continued until all boats were put in a safe berth. Deeds of this kind made Captain E. J. Kelly one of the most popular officers on the property. Whenever there was anything doing, you would always find "Ed," as he was commonly known, on the job and willing to do his share, and more, if possible.

When the United States declared war on Germany, eager to do his bit, Captain Kelly asked to be granted a furlough for the duration of the war, so that he might enlist. Permission was promptly granted him. He enlisted in the U. S. Naval Reserves—Mine Sweeping Division—where he was given the rank of Chief Boatswain.

Mine sweeping is very hazardous work. Two tug boats run along about one-half mile apart, with a cable, which is held down a certain distance in the water by a weight, running between the two of them. When this cable strikes a mine, it cuts it loose from the bottom and sends it to the surface. As soon as it is spied by the mine sweepers, they fire on it. In case one of these boats should take a wrong course, it would strike a mine, sending the boat and men to their doom. These boats patrol the coast from Maine to Florida, clearing the ocean for ships carrying our boys "over there," or ammunition and supplies for them.

Captain Kelly soon showed that ability and bravery which had marked his efforts during his seven years of service with the Baltimore and Ohio in this branch of the U. S. Navy and was chosen to take an examination for Chief Executive Officer, which he passed with a high percentage. He is now Chief Executive Officer on board the U. S. S. Powhatan. Latest reports have it that he is the most popular officer aboard.

When Captain Kelly left the Baltimore and Ohio service to go into the Navy it lost a good man, but as long as Uncle Sam was the lucky one in this case, the railroad is proud that it furnished such a man to "get" the Kaiser and freedom of the seas.

The American's Creed

I BELIEVE in the United States of America as a government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign states, a perfect union, one and inseparable; established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes.

I therefore believe it is my duty to my country to love it; to support its constitution; to obey its laws; to respect its flag; and to defend it against all enemies.



Statement of Pension Feature

Employes who have been honorably retired during the month of March, 1918, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Blair, Elihu	Trackman	M. of W	Ohio River	30
Donaldson, William J	Core Maker	M. P	Ohio	25
Ewell, Benjamin F	Rate Clerk	C. T	Toledo	58
Elwood, Patrick	Moulder Helper	M. P	Baltimore	37
Kimmel, George W	Engineer	C. T	Cumberland	27
McCrisaken, William E	Cabinet Maker	M. P	Indiana	15
Menefee, William B	Engineer	C. T	Cumberland	48
Potts, August	Conductor	C. T	Baltimore	40
Ravenscroft, George W	Crossing Watchman	M. of W	Cumberland	29
Robinson, William N	Engineer	C. T	Philadelphia	40
Sisco, Peter	Pipe Fitter	M. P	Cumberland	33
Tucker, Mason S	Shop Hand	C. T	Cumberland	44

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year of 1917, over $312,000 was paid out through the Pension Feature to those who had been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, have amounted to $3,321,481.00.

After having served the Company faithfully for a number of years, the following employes have died:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Cowgill, James A	Brakeman	C. T	Pittsburgh	Feb. 28, 1918	44
French, John	Tender Filler	M. P	Baltimore	Mar. 10, 1918	47
Heelen, Patrick	Conductor	C. T	Cumberland	Feb. 26, 1918	48
Broadway, Mary E	Matron	C. T	Chicago	Mar. 3, 1918	24
Kinsley, Michael	Janitor	M. P	Baltimore	Mar. 12, 1918	43
Kindel, George R	Engineer	C. T	Cumberland	Mar. 21, 1918	49
Proudfoot, F. R	General Foreman	M. P	Baltimore	Mar. 20, 1918	38

With the British in Flanders

By Jack Stidman

SOON after the entry of the United States into the great war, the British government, having lost so many of its medical officers, requested the loan of several hundred physicians and surgeons and a particular friend of mine, a Hopkins man, having been commissioned first lieutenant, joined them and sailed for France. After serving with the British on the Flanders front for four or five months he was suddenly stricken with a very serious ailment and rushed to one of the American base hospitals. As soon as he was strong enough to stand the voyage he was sent home and arrived with the first contingent of sick soldiers to be stationed at Fort McHenry, Baltimore. Knowing that he could divulge some very interesting information, I cornered him one evening and began the conversation by asking what he thought of the British army.

"Great," he cried, his tired eyes flashing with enthusiasm. "The organization is well-nigh perfect, the morale of the troops splendid and the bull-dog quality is there in abundance. England will stick now until her object is attained. Do not forget that. And the Tommy—ah, if you could see him as I have seen him, enduring hardships beyond description, toiling with a smile on his face and fighting with a song on his lips. 'The Long, Long Trail' is the most loved song of the British army at present and I have listened many and many a time with moist eyes and a full heart to its lilting melody as the Tommies swung up to the first line, singing with the band:

It's a long, long trail a winding to the land of my dreams,
Where the nightingales are singing and the white moon beams.
It's a long, long night of waiting until my dreams all come true,
Till the day when I am going down that long, long trail with you.

"Think of it. Going up into that hell with a song and when they go marching back with perhaps one-third of the original number, they are still singing 'The Long, Long Trail,' while their steps are steady and strong, for they have done things. You may praise the French, and they deserve it, for they have fought and are still fighting gloriously. The Americans, too, will undoubtedly win such honor and renown that will bring the glow of pride to the cheeks of us all, but we can not afford to forget the lovable, loyal and indomitable Tommy and the mighty empire that stands back of him in spirit and in truth. The Tommy always fights square. Man for man he is master of the boche and when overpowered by superior numbers or by some unfortunate circumstance, fights to the finish. Now mind you I do not underestimate the Hun as a first class fighting man. He is a good fighter, but when cornered very often shows a streak of yellow. I watched a group of German prisoners applauding while a boche plane dropped bombs on the camp, but as soon as they began to fall close to them they threw up their hands and shouted 'Kamerad.'

"I had occasion one day to dress the awful wounds of a young officer. He had been shot seven times and between curses he told me the story. He had captured a German officer and was bringing him back to the English lines when the boche began to limp and complained of his foot hurting him. The British officer very foolishly leaned forward to examine the supposedly injured member when the tricky Hun pulled out his automatic and shot him seven times. It is hardly necessary to say that the murderer never regained his own lines nor did he remain a prisoner of the British.

"It is just such instances as these that have instilled into the hearts and souls

of the British a dogged determination to wipe out forever this insidious menace, not only to them but to the whole civilized world. Another officer told me that he had lost his entire family through the devilish operations of the Huns, his wife and children slaughtered by Zeppelins and his grown sons killed in the army. There was nothing else now for him to do but fight. There was nothing else that he wanted to do but fight. His soul yearned and his body ached to fight.

"There will be no German peace as far as the British are concerned. The grim and deadly earnestness with which they conduct this war business is absolutely inspiring. The costly blunders and appalling losses at the outset of the war have spurred them on to greater efforts and the magnificent organization is now moving under almost perfect control. No hymns of hate are required to stimulate Tommy's antagonism for the Hun. While he respects him for his fighting qualities he loathes and despises him for his brutality, trickery and all-around beastliness.

"In passing I want to say a few words of praise for the stretcher-bearers. We were stationed in a part of Flanders that had once been occupied by the Germans and when the English captured this ground they did not dig trenches but connected the shell holes and used them for the same purpose. Out in front is 'No Man's Land' and it is the duty of the medical officers to take their stretcher-bearers and go after the wounded. Over this vast field of shell craters, some reaching a depth of fourteen feet, and often filled with mud and slime, the stretcher-bearers pick their way. They are not fighting men and carry no weapons, their duties being only to gather the wounded, but I have often thought that they are the bravest men in the army. In the trench and when going over the top there is the enthusiasm, the excitement, the feeling that you are being supported by the touch of your comrade's shoulder, that you are invincible by the iron grip of your fingers and the set of your bayonet, but the stretcher-bearer has none of these things to buoy him onward in the face of death. He goes uncomplaining, performing his errands of mercy under the screaming shells and over the treacherous, tortured land that once had been a beautiful forest.

"The ration-bearer also has a duty which is equally as hazardous and perhaps more dangerous than that performed by the man in the first line trench. Night and day the boche shells are passing over the front lines as the enemy gunners try to locate our batteries and this area of death is that through which the ration-bearer is compelled to go in order that the men at the extreme front may be fed. No matter how fast the shells are falling or how thick the Hun is forming his curtain of fire, the ration-bearer's job is to get the food to his comrade and he never fails to do what is required of him.

"There is one thing that we Americans must learn to put the soft pedal on, and that is, boasting. It is just a little galling to the British Tommy, a veteran of three years of bloody fighting against the most formidable military machine that the world has ever produced, to hear that the Americans have come over to finish the job. Now, of course, we know that we will help to finish it, but it will do no good to try to hog the glory that must be shared by all the Allies. In connection with this I had a very amusing incident to happen shortly after my arrival at the front and though the joke was on me I laughed heartily at the time. We officers were required to censor the letters written by the Tommies to their home folks and one of them that came under my inspection began like this: 'Dear Mother—We have had one of those damn Yankees with us for a week and the war hasn't ended yet.' It was too good to cut out, so I let it go through.

"I went over, prejudiced against the English, critical of their policy at the beginning of the war and sceptical of their efforts to convince the world of the justice of their cause, but now, after working with them and seeing for myself the tremendous things they have accomplished, I do not hestitate to say that if we Americans accomplish as much at the end of three years, no nation will dare to perpetrate its diabolical inhumanities upon a helpless world again."



LOUIS D. DAVIS

LOUIS D. DAVIS

BORN JANUARY 11, 1880 DIED APRIL 2, 1918

LOUIS D. DAVIS, supervisor of scales and weighing, died from double pneumonia at his home, Ten Hills, Baltimore County, Md., on the morning of April 2, after an illness of nine days.

Mr. Davis was born at Monrovia, Frederick County, Md., on January 11, 1880. He attended the public schools at Frederick and later studied at Rock Hill College, Ellicott City, Md., from which he received his Bachelor's degree in June, 1902. In 1906 he was further honored when his Alma Mater conferred on him the degree of Master of Arts.

In November, 1902, he entered the service of the Baltimore and Ohio as a clerk in the Freight Claim Department. Later, he went to New Castle, Pa., in the same capacity, and in January, 1904, was transferred to the office of the general superintendent of transportation.

He was appointed chief scale inspector in 1908, reporting to the chief engineer maintenance of way. Jurisdiction was extended over the Baltimore and Ohio Southwestern in 1910, and in January, 1911, he was made supervisor of scales and weighing, reporting to the general manager, at which time supervision was extended to cover all matters pertaining to scales and weighing. In April, 1912, the bureau was placed under the Transportation Department.

In every position Mr. Davis held with the Baltimore and Ohio he showed marked ability. The high standard of the Weighing Bureau, which ranks with the best in the country, was attained through his efforts. Untiring in his zeal to solve the many problems involved in correct weighing, he threw himself whole-heartedly into the work from the first day he became associated with the department. The methods he employed were outlined by him in a signed article on "The Baltimore and Ohio Weighing Bureau," which appeared in the January, 1918, issue of the Magazine, and was reprinted by some of the leading railroad journals.

Mr. Davis was in intimate touch with the leading scale men and weighing bureaus of the country. He was a member of the Weighing Committee of the American Railway Association, and had just been appointed a member of the American Railway Association Conference Committee on Grain.

In 1906 he married Miss Harriet Lumpkin, by whom, together with five children, four boys and a girl, he is survived.

His death takes from the Company one of its most valued employes.


RING IT AGAIN
BUY U.S.GOV'T BONDS
Third Liberty Loan

Letters From Test Bureau Men in Khaki—"Over There" and "Over Here"

THE Test Bureau at this writing has eight men in the service of our government, of whom seven enlisted in various branches and one was drafted. Below is a brief history of each man and in several cases letters from the men are quoted.

John G. Stevenson entered the service of the railroad on September 15, 1901, as draughtsman in the Bridge Department and entered the Test Bureau on February 22, 1907, as bridge inspector, residing in Philadelphia, Pa. He saw service in the Spanish-American War in the Pennyslvania State Militia, so that when we declared war on Germany he was well fitted, because of his military and railroad experience, to receive a commission of captain in the Quartermaster's Department, U. S. R., with headquarters at Plattsburg, N. Y. He was later transferred to Camp Merritt, N. J., as assistant to construction quartermaster. He writes as follows:

I desire to acknowledge receipt of the blue print showing our men who are in the service also a copy of President Willard's circular of August 15, 1917. Thank you for same.

Since writing to you last I have been ordered to Tenafly, N. J., as assistant to constructing quartermaster. At this place we are building a cantonment capable of taking care of 25,000 men. It is a $4,000,000 proposition, and we are trying to do it in two months.

I have been entrusted with ordering and the following up of all material in connection with this camp, which includes everything which might enter into the building of a small city.

I am, of course, glad to be located near my home, as it will give me an opportunity in the near future to go back to see my people. We are located in a place which is evidently a suburban residential section for New Yorkers, and the conditions under which we are living now are very good.

I am much interested in the blue print list you sent me and I wish you would tell any of the boys that should Fate bring them where I am, they should make themselves known to me.

It is my intention to keep you advised of my movements and I would thank you to advise me of any news of the department which you think would be of any interest to me.

My best wishes to yourself and all the men at the office.

(Signed) JOHN G. STEVENSON,
Captain, Q. M. U. S. R.

Julian J. Chisolm was born June 5, 1896, his home being at Strathglass Farms, Annapolis, Maryland. He was graduated from Maryland Agricultural College and later from Georgetown University. He entered the Test Bureau June 19, 1916, as material inspector. Later he was transferred to the Industrial Department, but soon returned to the Test Bureau, from which he resigned on March 16, 1917, to become assistant paymaster, U. S. N. He writes from France as follows:

"Give me the U. S. railroads. Over here they are uncomfortable, narrow gauge, slow and dirty. Not pleasant to travel. No machines—gasoline, $1.65 a gallon—walking is fine."

Herman R. Holljes was born August 8, 1891. He was graduated from St. John's College, Annapolis, Maryland, and then entered the service of the railroad October 1, 1913, taking a special apprentice course at Mt. Clare, upon completion of which he entered the Test Bureau as material inspector March 6, 1917. He was furloughed April 30, 1917, to take a commission as second lieutenant in the Marine Corps. He was later promoted to first lieutenant. In the photograph on the next page showing two lieutenants, he is the one on the left. He writes as follows:

Dear Mr. Onderdonk:

Just a few lines to let you know that I am still safe and feeling fine. Expect to land sometime tomorrow, where, I do not know, could not

tell if I did, but it is somewhere on the other side. At present we are in the danger zone. Yesterday we were all ordered to wear our life preservers at all times until we landed. We are very heavily convoyed by a fleet of U. S. destroyers.

I expect we will go under strenuous training for about a month.

All of the way over we have had delightful weather. Our vessel is a very steady ship and well equipped.

All during today we have had bits of wreckage float by from ships which have been torpedoed, also had an S. O. S. call from a ship that was attacked about ten miles from us.

Will drop you a few lines after my arrival. I take this opportunity to thank you again for your many kind favors.

Very sincerely,
H. R. Holljes.

7th Company, 5th Regiment, U. S. Marines,
U. S. Expeditionary Forces, via New York.

P. S.—The above was written last night. This morning two "subs" attacked us. Saw the wake of two torpedoes. We fired upon one of them and one of the destroyers got her. They are very difficult to see and in rough weather it is practically impossible to see a periscope. We are safe now and will land in a few hours.

France, January 22, 1918.

Dear Mr. Onderdonk:

Just a few lines to tell you as far as possible where I am and what I am doing.

Up until last week I was stationed at the largest troop landing port in France. My job was assistant fire marshal of the docks. Our equipment consisted of a three ton Packard truck, two chemical engines mounted on Fords, and a few hose reels, but we could make more noise with it than the whole Baltimore Fire Department. About two miles from town part of the 19th Regiment of Railway Engineers was stationed. Our old assistant superintendent of shops McDonough and his company were there, including young Talbott, who inspected locomotives at Baldwins for you.

Last week all of the marines were called in and we are now going through our final training before going to the front line. We are quartered in small villages, very dirty ones too, the richest man is the one who has the largest manure pile in front of his house. Sounds funny, but it is quite true. I expect to go to the front line in a few months.



LIEUTENANT H. R. HOLLJES (Left)

Will government control of railroads make any difference in the Test Department? I hope not. There surely was a wonderful *esprit de corps* in that department and you can bet I am coming right back there if I live through this war and you still have a job open.

I wish to thank you for your very fine letter and assure you I certainly appreciated it.

We do not get much time to write and the mails are very irregular. However, will let you hear from me as long as I am in the game.

Hoping that you are well and to hear from you soon. My best regards to all the department.

Very sincerely,
H. R. Holljes.

45th Company, 5th Regiment,
U. S. Marines.

Charles R. Preston was born February 7, 1896. He was graduated from the Baltimore Polytechnic Institute and entered the Test Bureau as material in-

These Baltimore and Ohio Men are Doing Their Duty "Over There"

spector on April 4, 1916. In the summer of 1916 he attended the junior camp at Plattsburg and returned to the Test Bureau until the first training camp was organized at Fort Myer, Va. He made good there and was commissioned second lieutenant of infantry. He is now stationed at Camp Lee, Petersburg, Va. He visited the office a month ago and looks to be in perfect trim, and is very enthusiastic about the work.

C. C. Allen was born August 4, 1893. He entered the service as material inspector in the Pittsburgh office of the Test Bureau May 15, 1916. He enlisted June 7, 1917, as private in a railway engineering regiment. He is shown in uniform in the photograph. He is now attached to Company F, 15th Engineers (Railway), A. E. F., and writes from France to A. S. Poe, resident inspector, Pittsburgh, as follows:



PRIVATE C. C. ALLEN

Was sorry to hear that you had lost Lenihan, but then things of that nature cannot be helped and had I not taken the course I did probably would have been with him.

Am glad that I am with this regiment and am feeling better now than I ever did in my life.

We are working hard and enjoying it and am only sorry that Bailey and a few more of the boys are not able to be with us.

You would probably have a hearty laugh if you could see the railroads and equipment which they use here. The rails are very light and the chair plate is used about an inch high and this is fastened to the tie with screw spikes. The rolling stock is very small in size and also unique.

The passenger coaches have compartments running crossways and a passenger can ride to suit his pocket book, either first, second or third class. The freight cars are very small and are set very high, an elliptic spring being used over each journal. The wheels are all thirty-six inches and most of them of the open plate design. The couplings are a hook and link arrangement and each car has two bumpers extending out on each end and in these volute springs are used. The capacity of the cars is about ten tons and nearly all the box cars are marked "Hommes, 36—Chevaux, 8," which means for thirty-six men or eight horses.

Do not know where the rails are rolled, but they are not American, and I wish you and "Griff" could give them the once over—yellow chalk the whole way through.

Wish to thank you for the copy of the circular letters which you sent me and I appreciate what the Company is doing for the boys who have gone into the service.

Give my regards to all the boys and tell them I would like to hear from them.

Yours very truly,
CHARLES C. ALLEN.

Walter J. Stewart was born July 23, 1893. He was graduated from Baltimore Polytechnic Institute, then studied at the Massachusetts Institute of Technology for two years. He entered the service January 27, 1910, taking the special apprentice course, but later became piecework inspector. He entered

Do Yours "Over Here"—Buy Liberty Bonds Until it Hurts

the Test Bureau as material inspector, November 16, 1916, and was soon placed in charge of the dynamometer car. He was furloughed September 24, 1917, to enter the aviation service. After studying "ground work" for eight weeks at Princeton, he went to Rich Field, Waco, Texas, to complete his training. On March 2 he was commissioned second lieutenant.

Following are parts of several letters he has written to different members of the department.

WACO, TEXAS, December 6, 1917.

Dear Mr. Onderdonk:

I intended writing you some time in October, but I was so busy at Princeton that I really did not have the opportunity.

I think the eight weeks of ground school has done more for me than any training I have ever received. Of course, a large amount of the work consisted of theory regarding the operating of planes. However, we received a very practical course in gas engines, machine guns and wireless.

During my training I gained about fifteen pounds, and believe me I certainly did need it. As time goes on I hope to gain a few more.

At the present time I am undergoing a thorough plan of instructions in flying. I have made two flights with an instructor and have handled the controls in each case. We did not go very high, only about 1,200 feet. It is the greatest game of all and all other classes of work or play recede after having made a flight. I did not feel at all frightened nor was I taken sick. They say some men have this sad experience.

No doubt I will be home before I go "over there" and I will drop in to see you.

Trusting you are in the best of health, I remain, Sincerely,

"CADET" W. J. STEWART.

WACO, TEXAS, January 3, 1918.

My Dear Mr. Onderdonk:

Weather conditions are improving and I have just this minute returned from a forty-five minute flight. Attained an altitude of 2,000 feet. The game has railroading tied to a post. I hope that one of these days I shall be clever enough to handle a scout machine. If I reach that point I think I will go after the Kaiser single handed.

At the present time the office is very well represented in the different branches of the service and I am very glad to hear that you have a service flag.

You will probably be interested to learn that Holljes has been promoted to first lieutenant.



PRIVATE H. J. LENIHAN

I shall call when I am fortunate enough to get in that part of the country, which I hope will be very soon. Yours respectfully,

W. J. STEWART.

H. J. Lenihan entered the service as material inspector in the Pittsburgh office of the Test Bureau, June 11, 1917. He was called in the first draft and was accepted, claiming no exemption, and left the service September 10, 1917. He is now a private in Company E, 319th Infantry, Camp Lee, Va., and is shown in uniform in the accompanying photograph.

Roger C. Whiteman was born July 10, 1896. He was graduated from Baltimore Polytechnic Institute and entered service as material inspector on April 10, 1916. He was furloughed February 28, 1918, as he had enlisted in the Ordnance Department, and has started a six weeks' "Ordnance Stores Course" at the University of Pennsylvania. After completing this he will be sent to an arsenal for six weeks and after three months from his enlistment he will be able to apply for a commission as second lieutenant of ordnance.

Railroads Our War Bow

By George Creel

Chairman Committee on Public Information, Washington, D. C.

FOOD will win the war, no doubt. But food will not win it, if food remains in fields or elevators or cold storage houses. And fuel will win the war; but not fuel that gets no farther than the pit mouth. Airplanes, artillery, men and machine guns are in the same case. They are all arrows for which transportation is the bow—bullets for which transportation is the powder. The really vital things for America in winning the war are ships and railroads. And railroads come first.

It was so in Russia. As soon as Russia's railroads failed, the country began to go to pieces. Much of the early failures of the Russian armies, much of their discontent, much of their feeling of the hopelessness of fighting the Germans, came from the breakdown of the system of railroad transportation that should have brought food supplies, hospital equipment and ammunition to the fighting line. On the other hand, the Germans have been able to achieve half their victories because of the efficient work of heirt railroads. We hear reports of the lack of lubricants for the rolling stock, and of steady deterioration of the equipment and the roadbeds, but still the German railroad men are able to move whole armies quickly from the Russian front to Flanders or from Rumania to Italy.

America has better facilities than Germany for keeping her railroads at the peak of efficiency. We cannot bring that efficiency so directly to bear, because our armies must fight over seas. But there is just as good a chance to beat Germany through our railroad superiority as through superiority in airplanes or any other one thing. If American traffic moves more and more easily, at the same time that traffic in Germany moves with greater and greater difficulty, the day will come when Germany will have to give up the fight.

We were hit, last winter, by the severest weather in our history, when our railroads were struggling with the heaviest traffic they have ever had to bear. They were short of locomotives, because the needs of our allies had affected our supply. We had inadequate terminal facilities and congested traffic on the seaboard backed up on the tracks. The results were bad for everybody, but everybody realized that the railroads were doing their best under impossible conditions. The weak points in our system were exposed. They will be strengthened before the strain comes on them again. And the work of strengthening them will not be hampered by the tangle of laws that hampered railroad expansion in previous years. Director General McAdoo is to spend from $500,000,000 to $900,000,000 on additions to railroad equipment. Judge Robert S. Lovett has been appointed head of the division of additions and betterment. He has had as much experience at building up a railroad as any man in the country. He can be counted on to spend money where it will do the most good. Everything is being done to give the railroad man an efficient machine with which to work. It remains only for the man behind the machine to handle it with the realization that it is a powerful weapon against Germany.

There has never been any question of the loyalty of the average American to his flag and his country. Rich and poor, employer and employe alike give their sons to the army and navy, subscribe to the Liberty Loans, contribute to the Red Cross, and respond to every call that the

country makes upon them. The difficulty has been to keep them, not loyal to America, but loyal to each other and to the job. They fall out about questions of prices and wages, in the process of readjustment which war makes inevitable in every country. While they dispute, the vital work is neglected. No one is more eager to encourage such disputes than the German agents in this country. No one profits more by such interruptions of industry than our enemies abroad. It will be the patriotic duty of the railroad men to settle these disputes outside of working hours, during the coming months, and to keep the freight moving steadily to the seaboard no matter what argument is going on. Without that practical devotion, loyalty to the flag is only lip service that will be about as harmful to the Kaiser as the singing of a patriotic song.

War Problems Confronting Railroads Discussed Before Big Gathering of Employes at Newark, Ohio

CONFORMITY with the government's orders in regard to the saving of fuel in these days when economy is so essential, was the text of speeches made at a meeting held in Taylor Hall, Newark, Ohio, March 29. The speakers were superintendent D. F. Stevens and Harry Morris, of vice-president Davis' office. The gathering was entertained by the Rosebrough Orchestra, which gave some splendid patriotic selections. At the close of the meeting, Mrs. H. F. Moninger, wife of Professor Moninger of the Newark public schools and a soloist of ability accompanied by Miss Pearl Bourner organist of the First Methodist Episcopal Church, sang "Keep the Home Fires Burning." The song provoked loud applause and the singer and her accompanist were given a rising vote of thanks by all present.

Superintendent Stevens, who acted as chairman, remarked, before introducing Mr. Morris, that the purpose of calling the meeting was to make clear to employes the real objective of the government's orders in regard to the saving of fuel. He said the gathering would be told of some of the problems which the railroads are trying to solve in order to best serve the country in the present emergency.

Mr. Morris pointed out that fuel must essentially be conserved because of the enormous consumption and because of the shortage of 50,000,000 tons of coal. He referred to statistics and showed that the price of fuel has advanced considerably; that coal now being used is of inferior quality, which results in a loss because of the foreign matter it contains, and that economical consumption must, imperatively, be practised by all in a position to help. He made it clear that the coal question is one of the most serious problems which the railroads face today.

Superintendent Stevens, who made an impressive address, did not confine his statements to the shortage of fuel, but also referred to the congestion of traffic, the use of employes' passes on the railroads, the buying of liberty bonds and war savings stamps, and several other subjects which are of vital interest in the present crisis. He pointed out that the railroad man, perhaps more than any other, is in a better position to cooperate with the man "over there," and that the employes of the Baltimore and Ohio should not lag now, as a great number of soldiers, ammunition, food and other necessaries for General Pershing's army are moved over our lines. He said that full cooperation can be brought about by individual effort. "Don't worry about what the other man is doing," he said, "but ask yourself: What am I doing?"

He explained the curtailment of the use of passes in order to conserve passenger car equipment needed to convey troops. He also urged employes to purchase their supply of domestic coal early this year, so that there will not be an influx of orders in the beginning of next year. The maintenance of equipment and tools to the fullest extent was shown to be another opportunity in which employes could avail themselves of serving the Company. Also, the utilization of second-hand material wherever possible. Another subject was the prevention of accidents. He drew attention to the interference of operation of the railroads because of accidents. He gave special attention to the importance of experienced men giving instructions and advice to the younger men who are being employed by the Company since the selective service draft. Those who were particularly asked to cooperate with beginners were: conductors, brakemen, engineers, firemen and shopmen. Cooperating with these men would be giving invaluable service to the railroad and the nation.

Both Mr. Morris and superintendent Stevens commended the employes on the Newark Division for their loyalty to the nation and the Company. Both speakers said that their work is an example to employes all over the System.

At the conclusion of Mr. Stevens' talk, B. F. Crolley was asked to say a few words. He emphasized the previous speakers' remarks and hoped that all employes would be counseled thereby. He was particularly attentive to the question of waste, which he asked to be eliminated as far as possible.

Glee Club to Give Concert for Benefit of Employes Who Have Entered Military Service

THE fourth annual concert and dance of the Baltimore and Ohio Glee Club will be held this year for the benefit of the Company's employes who have entered military service. It will take place at Lehmann Hall, Tuesday, April 30, at 8 p. m. In view of the fact that the beneficiaries of the proceeds will be *our* soldiers and sailors, it is expected that an unprecedented gathering will be there.

The club has quite a fine repertoire this season, and the members are all looking forward to rendering one of the best, if not the best, concerts that has ever been given since the organization's inception. Everything is arranged for the comfort of those who will attend, and all should turn out in force to hear the fine program which will be presented. There will be several novelties. One fact that insures a good evening's entertainment is that Hobart Smock will be the director of the concert. He and Mrs. Smock will give some selections and, as is well known, their efforts are always provocative of applause whenever they appear on the concert stage.

Tickets may be purchased from the members or from the committee, which is composed of the following: B. H. Andersen, assistant chief clerk to superintendent of telegraph; A. S. Hardwick, office of general superintendent of transportation; C. E. Mitchell, Test Bureau, Mount Clare; W. Ellison, No. 1 Machine Shop, Mount Clare; Miss M. T. Gessner, office of manager of mail and express traffic.

Remember, the proceeds will be devoted to some remembrance of *our* boys in khaki or navy blue, so be sure to attend. Also, remember that it is up to us to make life happy for them while they are with us on this side of the Atlantic and that we must help them to banish the monotony of camp life.

After the concert there will be dancing and one of the best orchestras in the city has been engaged for this affair.

Don't forget the date—April 30—or the place—Lehmann Hall, Baltimore.

Reduce Freight Claims by Following Better Methods of Handling, Loading and Stowing

ALL AGENTS AND OTHERS CONCERNED:

EXCESSIVE LOSS AND DAMAGE CLAIMS

Loss and Damage Claim payments for 1917 were excessive and the increase over previous years cannot be attributed entirely to increased business. Our motto for the present year will be "PREVENT THE AVOIDABLE CLAIMS." This will eliminate claim causes or so reduce them that in 1918 the claim payments account of Loss and Damage should be materially reduced.

EVERY EMPLOYE CAN WORK TO REDUCE CLAIMS

Every Loss and Damage claim is a signal that something is wrong. WATCH THE SIGNALS and resolve, that as far as you are concerned, there will be no claim filed for which you are responsible or which you can prevent.

HOW RECEIVING CLERKS CAN HELP

Much freight is shipped in containers too weak to hold freight intact until it reaches its destination. Request shippers to withhold such packages and do not receipt for them until they are properly strengthened. See that all freight is properly marked with name of consignee, City or Town, County and State. If for City delivery, street address should be shown. Have all old marks erased from second hand cases.

BILLING CLERKS CAN DO THEIR PART

Information shown on shipping tickets should agree with marks on shipments. Revenue waybills should be issued in accordance with shipping tickets and accompany freight or be forwarded in accordance with current instructions.

PROPER LOADING REDUCES CLAIMS

Care should be exercised to see that shipments are properly loaded into cars to which they are assigned. Loaded cars should be inspected by an experienced man after freight is loaded and freight broken down so that it will carry safely to destination.

NOTICES PROPERLY ADDRESSED TO CONSIGNEES FACILITATE DELIVERY

Arrival notices of freight should be promptly issued and sent to consignees; showing street address when possible. Notices without proper addresses fail of delivery and the freight remains in the warehouses, causing congestion and CLAIMS. Checking waybills against marks on freight will insure notification of proper consignees.

IMPROPER VENTILATION AND REFRIGERATION.

Faulty ventilation and refrigeration due to lack of attention to instructions governing, cause many claims. In the absence of specific instructions the following, which are simple and to the point, will govern:

"Put in hatch plugs, close hatches and (other) ventilators when temperature falls below freezing. Open hatches and (other) ventilators and take out hatch plugs immediately when temperature rises above freezing. Where special ventilator designs are used on certain cars, close them when the temperature falls below freezing and open them when the temperature rises above freezing."

Agents at Icing Stations will exercise care to see that existing instructions relative to refrigeration are at all times complied with.

KEEP CLOSE CHECK OF FREIGHT ON HAND

Make an inventory of your freight house and platform, at least once a month, and forward any freight found on hand marked for some other destination to proper point on astray waybills. Freight without marks should be sent to the Over Warehouse at Braddock, Pa., except that freight without marks on the Ohio, Indiana, Illinois and Toledo Divisions should be forwarded to C. S. Kahn, Sales Agent, Cincinnati, Ohio. Report on Form 1978 monthly, all REFUSED and UNCLAIMED freight on hand and over freight that cannot be delivered. If Form 381 Revised has not been issued to cover such shipments, it should be issued at once.

ORGANIZED CLAIM PREVENTION

Keep in touch with the work of the FREIGHT CLAIM PREVENTION COMMITTEE on your division. Attend the regular meetings of this committee and when you have suggestions for the improvement of the service, send your suggestions to the Chairman of the Committee. Practical suggestions from you will eliminate causes and reduce claims.

Claim Prevention means better feeling from shippers and receivers toward the railroad; it also represents increased efficiency on the part of individual employes.

Yours for prevention,

C. C. GLESSNER, *Auditor Freight Claims.*

Cooperative Claim Prevention

Bulletin No 16

Read Carefully—Act Quickly—You May be Able to Save the Company One or More of the Large Claims Shown Below

All Agents and Others Concerned:

The following are clear shortages. It is desired that you make a search of your freight house in an endeavor to locate all or either of the shipments; also learn from connections in your territory if they have record of either shipment:

A-87264-39, $1035.37, value of case No. 2449, dry goods, consisting of serges, coatings, etc., weight 588 pounds, from Folwell Bros. & Co., receipted for at Pier 12, Philadelphia, Pa., February 5, 1917, consigned to Siegel, Cooper Co., Chicago, Ill.

A-225734-39, $1678.05, value of case containing Twentieth Century Kid, 5593 feet, from Victor J. Mulford, receipted for at Pier 12, Philadelphia, Pa., October 15, 1917, consigned to International Shoe Company, St. Louis, Mo.

A-347117-59, $1881.95, value of case No. 12977, silk, consisting of different color taffeta, weight 310 pounds, from Schafer, Schramm & Vogel, receipted for at West 26th Street, New York City, November 1, 1917, consigned to Schoen & Schoen, Chicago, Ill.

A-39169-21, $940.36, value of five iron valves, *viz.*: one 10″, one 6″, two 4″ and one 2½″, from a shipment of 44 iron valves that originated with Crane Company, receipted for at Chicago, Ill., March 7, 1917, consigned to Consolidated Gas Electric Light & Power Company, Baltimore, Md.

A-208014-59, $823.54, value of four cases bristle paint brushes, from Wooster Brush Company, receipted for at Wooster, O., September 26, 1917, consigned to Evansville Paint & Varnish Company, Evansville, Ind.

A-289164-59, $747.52, value of five bundles sole leather, weight 1036 pounds, from N. R. Allen's Sons, receipted for at Kenosha, Wis., November 12, 1917, consigned to Duke Peterson Hardware Company, Baltimore, Md.

A-308539-59, $810.00, value five crates of sole leather, from Penn Leather Company, receipted for at Pier 12, Philadelphia, Pa., November 15, 1917, consigned to H. H. Hackman Leather Company, Cleveland, O.

A-312451-59, $803.46, value five crates of sole leather, from Penn Leather Company, receipted for at Pier 40, Philadelphia, Pa., November 21, 1917, consigned to H. H. Hackman Leather Company, Cleveland, O.

A-341575-59, $599.04, value four boxes bed sheets, from Quartermaster's Department, receipted for at Race Street, Philadelphia, Pa., August 13, 1917, consigned to Walter Reed General Hospital, Takoma Park, D. C.

A-302758-59, $5250.00, value of 42 cases blankets (twenty to a case), from a shipment of three hundred cases from Government Warehouse "A," receipted for by agent of the B. & A. R. R. at Boston, Mass., September 29, 1917, consigned to Quartermaster, Camp Sherman, Chillicothe, O.

Agents at respective destinations of shipments will please go over their records and satisfy themselves whether or not shipments have since been received and delivered; if so, send us copy of delivery receipt.

Let us have result of your inquiry promptly. If all or any of the shipments are located, wire this office, referring to claim number.

Yours for prevention,

C. C. GLESSNER, *Auditor Freight Claims.*



CHANGES AND PROMOTIONS

Relief Department

VICE-PRESIDENT Shriver has announced, effective as of April 1, the promotion of W. J. Dudley, assistant superintendent Relief Department, Relief Feature, to the position of superintendent of that department, succeeding the late S. R. Barr. Simultaneously, W. M. Kennedy, assistant superintendent Relief Department, Savings Feature, was appointed assistant superintendent of the department.

W. J. Dudley

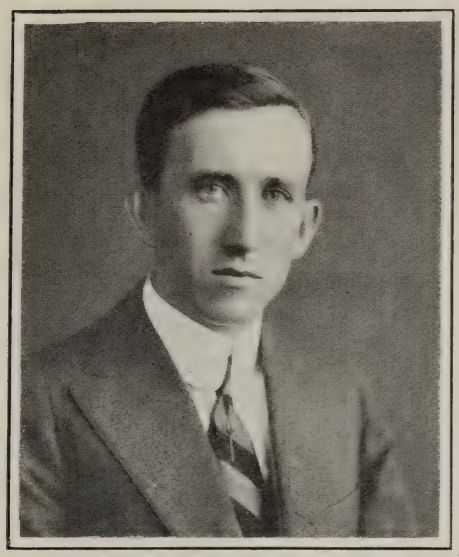
Mr. Dudley was born September 8, 1868, and was educated in the public schools of Baltimore City. He entered the service of the Baltimore and Ohio June 27, 1891, as clerk in the office of Captain Booth, at that time auditor of revenue. He was transferred to the office of the auditor of disbursements September 16, 1895. On January 1, 1897, he was made assistant chief clerk of that department and was promoted to chief clerk on October 1, 1901. On June 1, 1906, he became a special accountant in the office of the comptroller, where he remained until May 1, 1917, when he became assistant superintendent of the Relief Department, Relief Feature.

The above record tells its own story—that of a man who has come up the line step by step, and it is one any man may be proud of. As head of the Relief Department, Mr. Dudley occupies a position requiring a broad knowledge of human nature—one that he is well fitted to fill. His wide acquaintance with railroad affairs and railroad men, gained through twenty-seven years in the service, is a huge asset that will redound to the benefit of every employe who has or may have business with the Relief Department.

That he will be accorded the hearty cooperation of officials and employes goes without saying. Among the former he is held in the highest esteem and the men in the ranks, particularly those in his department, have formed a twenty-four karat affection for him. On the day of his appointment every one in the office extended not only congratulations, but



W. J. DUDLEY



W. M. KENNEDY

told him in person that they were happy in the knowledge that he had been selected. In a pithy speech W. M. Kennedy, assistant superintendent of the department, presented on behalf of the office force a basket filled with beautiful roses. While the flowers carried a message of their own, it was the expressions that came from the heart, backed by the sincere look in the eyes of each man as he came forward to shake Mr. Dudley's hand, that touched him deepest.

W. M. Kennedy

The appointment of Mr. Kennedy as assistant superintendent of the department was another source of joy to the office force. His long association with the department, dating back fourteen years, has endeared him to all the employes with whom he has come in contact and with whom he has had business dealings.

Mr. Kennedy was born in Edinburgh, Scotland, June 16, 1882, and was quite young when brought to this country by his parents. He attended the public schools of Baltimore, and then studied for three years at the Baltimore City College. Since graduating from that institution he has studied many business courses, including Y. M. C. A. classes.

In December, 1900, he entered the Freight Claim Department of the Company and was transferred to the Foreign Freight Department shortly afterwards. He entered the General Freight Department in 1901, and the following year was made secretary to the division engineer at Pittsburgh. While in this position he was stricken with a severe attack of typhoid-pneumonia and was forced to return to Baltimore. After a long illness he recovered sufficiently to return to the Company's service, this time in the Relief Department.

Mr. Kennedy is feverishly enthusiastic about Relief Department work, and his chief aim is to induce as many employes as possible to become owners of their own homes. He is an indefatigable worker and, of course, is aggressive and progressive.

Police Department

EDMUND LEIGH, general superintendent of police, resigned April 1 to enter government service. H. L. Denton, supervisor of Fire Prevention Bureau, succeeds Mr. Leigh as head of the Baltimore and Ohio Police Department.

The selection of Mr. Leigh for the important position he now holds is a high



EDMUND LEIGH

compliment to his ability, but one that is well deserved. Few men have had a wider or more varied experience in matters pertaining to this character of work than he. For a number of years Mr. Leigh was connected with the New York City Police Department, during which time he took a prominent part in solving problems growing out of the activities of not only national, but international, "crooks."

In 1914 he entered railroad service as general superintendent of police. Under his direction the department expanded and was brought to its present high state of efficiency. While all who know him regret his departure from the Baltimore and Ohio service, it is a pleasure to know that he is serving the government in a position that calls for extraordinary ability and at a time when the country is sorely in need of sterling men to protect life and property against agents of the "Beast of Berlin."

H. L. Denton

Our general superintendent of police is a native of Jamaica, N. Y. He started railroad policing as a patrolman with the Long Island Railroad in 1907. He was rapidly promoted to roundsman, investigator and lieutenant. In 1914 he resigned to enter Baltimore and Ohio service as roadman for the Police Department. From December, 1914, to May, 1915, he was captain of police on the Wheeling Division. He was then transferred to the Baltimore Division, as captain of police, which position he held until January 1, 1917, when the Fire Prevention Bureau was established and he was placed in charge of it.

E. F. Short Promoted

EFFECTIVE April 1 E. F. Short was appointed supervisor of fire prevention, with headquarters at Baltimore, vice H. L. Denton, promoted.

He was born October 12, 1889, in Baltimore, and first entered the service of the Company, September 3, 1912, as clerk in the office of the auditor of freight claims; was transferred to Fire Prevention Bureau, December 1, 1917, as traveling inspector. He is a graduate of Baltimore City College, married, and has one daughter.

Mr. Short has studied fire prevention and extinguishment in all its branches. He is familiar with the organization, equipment, records, fire methods, discipline, fire prevention inspection, etc., of all the large cities in the country, and for several years was an active member of the Frederick City fire department. He is familiar with the modern high-pressure water systems of the cities of New York, Brooklyn, Philadelphia, Baltimore, Cleveland and Jacksonville and is conversant with the construction, operation and efficiency of pumping machinery of the centrifugal, rotary and reciprocating types, both steam and electrically driven. He has also made a special study of fire boats and auxiliary fire-fighting apparatus, sprinkler systems, etc.

He has a practical knowledge of fire alarm telegraphy and is a frequent contributor to several magazines devoted to fire prevention and fire fighting.

Made Superintendent of Police, Eastern Lines

EFFECTIVE April 1 John Gross was appointed superintendent of police, Eastern Lines, with headquarters at Pittsburgh, Pa. He was born June 25, 1869, at Covington, Ohio.

Mr. Gross is married and has one daughter. He has had nineteen years' railroad police experience. In January, 1898, he accepted employment with the Pennsylvania Railroad as patrolman and in March, 1900, was promoted to lieutenant of police. He first entered the service of the Baltimore and Ohio in March, 1902, since which time he has been continuously in the service of this Company, having been promoted to captain of police, in charge of the Philadelphia Division. In April, 1910, he was promoted to inspector of police and in April, 1914, owing to abolishment of position of inspector, was again placed in

charge of the Philadelphia Division police. In December, 1915, Mr. Gross was promoted to captain of police, Pittsburgh Division, which position he held until the date of his present promotion.

E. E. Ramey Succeeds W. L. Robinson as Supervisor of Fuel Consumption

EFFECTIVE April 1, Walton L. Robinson, supervisor of fuel consumption, resigned to accept a responsible position in the operating department of E. I. du Pont de Nemours & Company, Wilmington, Delaware. E. E. Ramey, assistant terminal trainmaster at East Side, Philadelphia, has been promoted to supervisor of fuel consumption.

Mr. Robinson leaves the Company after nearly fourteen years' service, having held various positions since July 4, 1904. He was born October 6, 1883, at Danville, Va. He was a graduate of Danville Military Institute and Purdue University.

While at the last-named institution he spent the vacation of 1902 as a machinist helper in the shops of the American Locomotive Works, Dunkirk, N. Y., and the following year served in the same capacity from June to September at the Baldwin Locomotive Works, Philadelphia. Following up a decision to secure at first-hand practical knowledge essential to a successful career as a mechanical engineer, he entered Mt. Clare as a special apprentice on July 4, 1904.



W. L. ROBINSON



E. E. RAMEY

In September of that year he went to the St. Louis Exposition as assistant in charge of the Pennsylvania Railroad exhibit. January 5 of the following year saw him back in the Baltimore and Ohio ranks and for one year and nine months he was a special apprentice at Mt. Clare and Newark.

He served as a machinist at Newark for four months, and on the Newark Division was a locomotive fireman for several months. In May, 1907, he was promoted to special inspector, with headquarters at Baltimore. In July, 1908, Mr. Robinson went to Chicago Junction as roundhouse foreman. The following year he became general roundhouse foreman at Garrett, Ind. From February to September, 1911, he was superintendent of shops at Martinsburg. He then was made special safety inspector, reporting to the general superintendent of motive power. From March to October, 1912, he served as road foreman of engines on the Baltimore Division, after which he was promoted to supervisor of fuel consumption with jurisdiction over Eastern Lines. In July, 1917, he became supervisor of fuel consumption for the System.

He is a vice-president of the Traveling Engineers' Association; vice-president of the International Railway Fuel Association and vice-president of the Smoke Prevention Association. On a number of occasions he read papers before these and other organizations.

At the December meeting of the New England Railroad Club he read a paper on "Fuel Records on the Baltimore and Ohio," which was reproduced in the *Railway Age* of December 21, 1917, and referred to editorially by that publication as a "noteworthy system of fuel records."

E. E. Ramey

Mr. Ramey was born in Virginia and takes pride in the fact that he was "raised" in Kentucky and studied at the University of Kentucky, graduating in 1904 as mechanical engineer. From 1904 to 1910 he was associated with the railway department of the International Correspondence Schools.

He entered Baltimore and Ohio service in 1910 and was placed in charge of tonnage tests under the direction of the operating vice-president. During 1911 and 1912 he served as supervisor of tonnage bureau. In 1913 he was assigned to the office of the general superintendent of motive power, where he was engaged on special reports. He did similar work during 1914 and 1915 in the office of the operating vice-president. The following year he was made inspector of machinery and equipment and from April to June, 1917, reported to M. K. Barnum, assistant to vice-president, as engineer of material conservation. Mr. Ramey then went to East Side as assistant terminal trainmaster, where he remained until his recent promotion.

Answer Mail Promptly and Save the Time Lost on "Punchers"

By A. E. Roll

Report Clerk to Superintendent Newark Division

A "PUNCHER" in most cases means loss of time and paper, annoyance and wear and tear of a typewriter and ribbon, as the following will show:

The general manager requests some information relative to conditions at a freight station. After fifteen days of waiting for a reply the general manager sends a "puncher" to the general superintendent, and he in turn sends one to the division superintendent. The last-named then requests an answer from the agent.

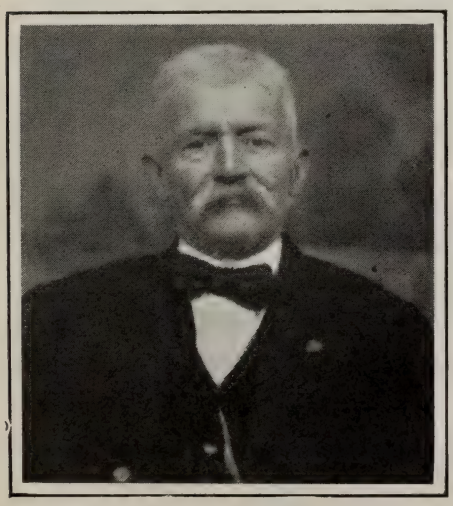
Here are shown the time and stationery lost (I am not including the wear and tear on typewriter and ribbon) on account of the general manager's letter not being promptly answered: in the general manager's office two sheets of paper and an envelope are used, four minutes are lost owing to writing letter on a typewriter, addressing an envelope and sealing it; then one minute more is wasted in baggage room and on baggage car handling it. The "puncher" reaches the general superintendent's office and there a clerk loses two minutes opening and stamping it; three more minutes are lost through looking up previous correspondence in the files; two minutes are consumed by the stenographer writing a "puncher" to the division superintendent, and the clerk loses two minutes addressing and sealing the envelope. One minute is also lost in handling the letter in the baggage room and on the baggage car. The same routine, with the same amount of time lost, is gone through when the "puncher" reaches the division superintendent's office. When the "puncher" reaches the agent's office two minutes are wasted opening, stamping and reading this letter. The agent then gets busy and obtains the information requested by the superintendent in the initial letter.

What it Means to be a Baltimore and Ohio Veteran

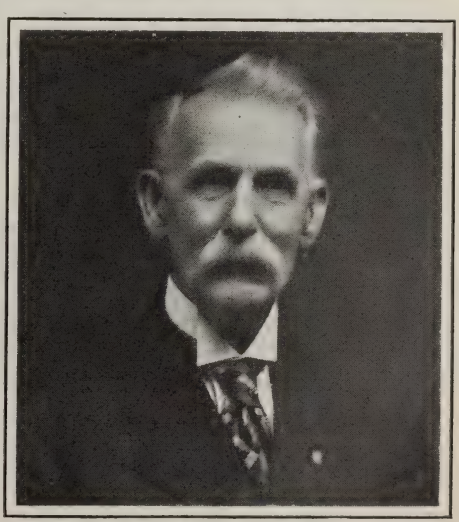
By F. P. Pfahler
Master Mechanic, Cumberland Division

WHEN I joined the Veterans a short time ago I thought it would be a very good idea to know what I was joining, so I looked up in the dictionary what the word "veteran" meant. I found that a veteran was one who had long practiced an art, particularly the art of war. So that in order to become a veteran, one had not only to be skilled in an art, but also must have had long experience. I read further and found that in Napoleon's time, a veteran was one who had withstood the rigors of three campaigns. Napoleon took a minimum of three campaigns as a requirement to weed out those who were not fitted for military life—those who lacked courage, stamina and physical endurance. A campaign in those days was a period of time ranging from a few weeks, as in the case of the Spanish campaign, to a year or more as in the case of the Egyptian or Russian campaigns; so a raw recruit would become a veteran in the matter of three campaigns. The requirements for admission to the Baltimore and Ohio Veterans' Association is twenty years' service, and I say to you, that those who have served twenty years with this Company have seen things and have done things that would make the exploits of Napoleon's soldiers seem tame in comparison.

We are passing through troublous times —we can't compare these times with other times because there have never been any other times like them; we can't compare conditions today with the conditions which have previously existed, because there is no comparison. Many of our men have joined the colors and in their places we have secured raw recruits. In some cases it may have been necessary on account of the exigencies of the occasions to have lowered the standard previous to this time, and just as Napoleon's veterans stiffened his battle lines, so it is with the Baltimore and Ohio Veterans, men who have proven their ability, their loyalty and their courage, whom we must look to to stiffen our lines in the battle we are waging.



JOEL O. F. COVELL



WILLIAM T. HOLMES, Sr.

The Veterans of the Baltimore Division are making a drive to secure 1,000 members before 1919. Mr. Covell is president of the association and entered the Service October 10, 1878. He is a yard engineer at Camden Station. "Judge" Holmes is a tin and sheet iron worker at Mt. Clare, and a former president of the "Vets." He became a Baltimore and Ohio employe September 13, 1870.



What Are You Doing to Meet This Cry?

Every employe of the Baltimore and Ohio Railroad who owns a garden should make it produce a bumper crop this year. Those whose homes are not surrounded by lots have the privilege of growing vegetables on the Company's unused right of way. All you have to do is get the permission from the proper authority. If you desire to do so make application to your immediate superior. Do it now!

Camp for Railroad Men in Colorado

ONE of the most philanthropic, as well as one of the most patriotic, projects to be launched since our entrance into the great war, is that being developed by Guy Adams, manager of mail traffic, Union Pacific System, and other interested persons. A recuperation camp for all railroad men of the United States who have been wounded, or who have contracted illness while in the service of the country, will be constructed at Double Header ranch, which is in the "wonder region" of Colorado. Mr. Adams has deeded forty acres of the ranch to the Railroad Men's Mountain Association, which has been organized for the purpose of caring for the incapacitated men. The association has been incorporated under the non-profit sharing statute of the State of Colorado; nor will any of the trustees receive any remuneration for their work.

With Mr. Adams, the following are on the board of trustees: Otto Mears, president of the Silvertown Railroad Company and chairman of the state board of capitol managers; Harry C. Riddle, former judge of the District Court of Denver; R. L. Hearon, vice-president and general manager of the Colorado Fuel and Iron Company; F. C. Webb, representative of large manufacturers of railway supplies; John Keating, general manager of the Denver Union Terminal Railway Company, and Marshall B. Smith, well known in railroad circles through his official connection with the Brotherhood of Railroad Trainmen and as receiver for the Denver, Laramie & Northwestern Railroad Company.

Mr. Adams' plan to finance the project, which has been adopted by the board of trustees, is to give railroad employes in the country, from the highest official to the one in the humblest position, a chance to contribute. No specified amount is solicited—the twenty-five cents forwarded by the man who can afford no larger sum will be accepted in the same spirit as will the largest contribution sent in by the highest railroad official. The First National Bank of Denver will act as treasurer of the association and custodian of the funds, and all donations will be sent to this bank. The money contributed will be used in clearing the grounds, building the necessary cottages, opening springs to insure a pure water supply and providing other facilities for the men who will go to the camp to seek rest, comfort and cure in the healthful atmosphere of Colorado.

This is a chance afforded every railroad employe in the country to show his sympathy for his brothers who have done their bit to safeguard our liberty and our sacred rights. Aside from the philanthropic spirit, it will show that we have not forgotten those heroes who were willing to make the supreme sacrifice "for all we have and are."

The Double Header ranch is located in Turkey Creek canon, sixteen miles above Morrison, and one mile off the old Leadville stage road. It comprises 160 acres and is covered by a growth of pine, spruce and cottonwood timber. On this land are seven of the finest springs in Colorado. From the ranch may be viewed scenery that is incomparable, and on a clear day a view of the surrounding mountains stretches before the eyes for more than one hundred miles. An abundance of fresh air and sunshine, which are so essential to the convalescent, are among the many blessings which nature bestows upon that part of the state of Colorado. Double Header ranch is an ideal spot for those who are seeking to regain health. It is easily accessible to Denver, being only about two and one-half hours' ride by automobile, via Morrison, to Bear Creek canon, and Evergreen, thence to Conifer, and from Conifer four miles to Turkey Creek.

Community and Loyalty

By John P. Stanziani

O. S. and D. Clerk, St. George

For the first time in the history of this MAGAZINE there appears the musical language of Sunny Italy.

We Italians rejoice for the event, and we voice our thanks to H. R. Hanlin and to M. F. Steinberger, of St. George Lighterage of the Baltimore and Ohio Railroad Company, for their kindly and earnest cooperation granted to us.

This is a fact which proves that we, Italian workers of this railroad, are gaining more and more the sympathetic interest of our superiors; but, nevertheless, the Italian laborer, fronting his superiors, still feels embarrassed and bashful. The reason of this characteristic is because he thinks that, being a foreigner of this country, he should be a separate individual and a strange factor in the work to which he gives his intelligence, his activity and his strength.

That is a mistake. As a general fact, a man works in a community, and he depends upon it for all that he makes and produces, and yet, he is not a strange factor, but an integral part of all the product.

A branch of a tree, attached to the stem, is able to bring fruits because it receives life from the whole community, which is the entire tree; but if it is cut off, it soon will die. In like manner an arm attached to the body of a man is useful to the whole organic structure of the human body, but if separated from it, it is useless.

The unity of efforts of the officers, clerks and laborers of this railroad company bring forth the necessary power, which gives life to the whole machinery of the railroad operation.

It is not the individual talent, but the community of various necessary endowments which produces the work.

The individual mind displays its psychological trait in characteristic products, but when these products are not organized into a community, they cannot produce. Consequently, a community is absolutely necessary to any operation and it is the collection of individual possessions.

Today we are at war. We know that the American Government is holding the business of our railroad and, moreover, we are allies serving the same cause and the same principles—principles of democratic freedom.

Now to make it possible that this titantic struggle for democratic freedom can be made, and to strike a mortal blow at the infernal autocracy of our enemy, we railroad workers must give to this great and humanitarian nation of liberty our individual possessions, united in a strong community, which would be composed of knowledge, activity, force and efforts. No matter how dear and strong our feeling may be toward our native land, we must do our part here, where we are facing the grave importance of our daily work and with the same self-sacrificing spirit of our boys who are doing their part in the trenches facing the guns of our despotic and tyrannical enemy.

Remember, my friends, that we Italians have no reason to be strangers or embarrassed, but our most important duty of the day is to be enthusiastic and active workers, united as one family with our superiors, and to be loyal.

Loyalty is the willing devotion of self to a cause which is the interest of a community; consequently we must love the community of our railroad in which we are working, which, at the present time, is a branch of the nation and of the allied nations; we must bind ourselves one to another; we must be devoted to it and live and die for it.

Yes, we people of Sunny Italy, descendants of those brave apostles of liberty and freedom, must be as patriotic as any body of workers in this country and we must be heart and soul with the President and the nation.

If we will be loyal to the cause, the decision of this war shall be our victory and it will determine not only the destiny of nations, but of every individual.

Comunita e Lealta

By John P. Stanziani

O. S. and D. Clerk, St. George

Per la prima volta nelle pagine di questo Giornale appare la bella lingua della terra dei fiori, dei suoni e dei carmi, per cio, noi Italiani quest' oggi, abbiamo occasione di rallegrarci e ringraziare il soprintendente signor H. R. Hanlin e l'agente signor M. F. Steinberger di St. George Lighterage, Baltimore e Ohio Railroad Company, per questo loro vivo desiderio espressoci, e per la loro gentile cooperazione che ci hanno concesso.

Senza dubbio questo evento segna una nuova prova che dimostra, a noi lavoratori italiani di questa compagnia ferroviaria, l'acquisto della simpatia, e dell' interesse dei nostri superiori. Nodimeno pero, e da notarsi che l'operaio italiano di fronte ai suoi superiori, molto spesso si sente imbarazzato e qualche volta avvilito. A mio parere, la ragione di questa caratteristica, sembra derivare dal fatto che, essendo l'operaio italiano forestiere di questa terra, egli si cred' essere un individuo separato dalla comunita Americana e un fattore estraneo nell' opera a cui eglida la sua intelligenza, la sua attivita e le sue forze.

Cio e uno sbaglio. Generalmente l'uomo lavora in comunione con gli altri e dipende dalla comunita di sforzi per tutto cio che egli crea e produce. Non e affatto un fattore estraneo, ma un lavoratore prezioso un agente efficace ed una parte integrale di tutto il prodotto medesimo.

Un ramo di un albero attaccato allo stelo e abile a portare dei frutti perche riceve la vita dal complesso vegetale che forma l'albero stesso, ma separato da questo complesso, quel ramo e morto. Un braccio legato al corpo di un uomo e utile ed e necessario al intero organismo del corpo umano, ma a nulla vale di certo, se esso viene separato dal corpo.

I varii talenti degli ufficiali, degl' impiegati e degli operai di questa compagnia ferroviaria, la Baltimore e Ohio, uniti in una comune attivita producano tutto cio che e necessario per esplicare l'immenso lavoro di questa compagnia, provo di dire che non e l'individuo ne lo sforzo individuale, ma e la comunita di varii e necessari talenti che produce il lavoro.

E innegabile il fatto che la mente individuale espone psicolo-gicamente i suoi caratteristici tratti produttivi quali noi chiamiamo "invenzioni," ma quando questi prodotti mentali individuali non sono sviluppati e organizzati in comunita di forza, essi certamente non producano. Per conseguenza, una comunita e assolutamente necessaria ad ogni operazione ed essa e la collezione dei possedimenti intellettuali, morali e fisici di varii individui.

Oggi noi siamo in guerra, e tutti sanno che i lavori delle ferrovie sono nelle mani del governo Americano, quindi noi operai della Compagnia Baltimore e Ohio lavoriamo quest' oggi non per un interesse privato, ma per quello governativo il quale e interesse comune; inoltre, essendo questa nazione alleata al nostro regno. Noi serviamo la stesso causa e il stessi principii—principii di liberta democratica.

Ora per veder realizzato questo nostro sublime ideale e per dare il colpo fatale alla autocrazia infernale del nostro comune nemico, noi lavoratori di ferrovie abbiamo il sacrosanto dovere di offrire a questa umanitaria nazione tutti i nostri talenti individuali uniti in una sola comunita.

Si, amici miei, per i nostri cari forti ed indisolubili vincoli che ci legano ora e per sempre alla patria nostra, noi per debito di gratitudine e per dovere verso l'Italia e verso il grande paese che ci ospita gli stati uniti d'America, dobbiamo fare tutto cio che e in noi qui di fronte alla grave situazione del nostro lavoro giornaliere, come i nostri cari fratelli di fronte al cannone del nostro nemico dispotico e tiranno. Inoltre, sul lavoro specialmente, dobbiamo ricordare sempre che non abbiamo nessuna ragione di sentirci imbarazzati o avviliti di fronte ai nostri superiori come se fossimo fattori estranei del nostro lavoro, ma uniti con essi come una sola famiglia e leali in ogni cosa.

La lealta e il sacrificio voluntario del proprio essere per una causa che e d'interesse comune quindi cerchiamo di unirci in un sacro e saldo vincolo di fratellanza con i nostri compagni del lavoro; concorrere con tutte le nostre forze al migloramento delle nostre opere e aiutare con spirito di abnegazione tutte quelle iniziative che tornino a vantaggio del governo Americano; vivere e morire per questo ideale deve essere il nostro motto, pensando che i nostri sforzi non vanno solo a beneficio di questa nazione, ma a beneficio dell' italia nostra e di tutte le nazione alleate.

Noi, popolo discendente di quei bravi apostoli e martiri della liberta Italiana, non possiamo, ne vogliamo mostrarci meno patriottici di ogni altro operaio in questa terra, uniamoci adunque, tutti ed in uno con il Presidente e con questa nazione.

Se saremo uniti e leali davvero, allora la decisione di questa guerra segnera la nostra vittoria e determinera non solo il destino delle nazioni, ma il destino di ogni comunita e di ogni individuo

Safety is a Patriotic Weapon that Every Employe May Wield for World-Wide Democracy

"SPEED UP" safety first work. This is the word that has been passed along the Baltimore and Ohio System by John T. Broderick, supervisor of special bureaus, following a conference with H. W. Belnap, who has been appointed manager of the safety section of the division of transportation by the Director General of Railroads. Mr. Belnap has established headquarters in Washington, D. C., where he will have supervision over the safety work of all railroads, utilizing such safety organizations as are already available, and suggesting such others as are desirable, in connection with his other duties with the Interstate Commerce Commission as chief of its Bureau of Safety.

On April 1 our Safety and Welfare Bureau issued Safety Bulletin No. 2, and every employe of the Company, irrespective of his position, should read and digest it. It follows:

During the past several years the Baltimore and Ohio has made splendid strides in reducing accidents and fatalities among its employes generally. This result has been achieved by various methods of securing and sustaining the interest and cooperation of employes.

Every Accident to Our Forces Gives Aid and Comfort to the Enemy in Our International Crisis.

"Our army forces," in the words of President Willard, "represent the cutting edge of the sword." Our railroad and industrial forces represent the power it takes to wield the weapon of defense. Therefore, we must use every effort to minimize the casualties to our transportation and other classes of employes.

The employe who takes chances or ignores safety instruction and who wilfully or needlessly endangers his own or his fellow employes' health or life, has not the true American spirit—he is not fighting his country's battles, he is playing into the enemy's hands.

In line with the plans to awaken a keener interest among employes in safety we have made an intensive drive to reduce what we have found to be the most frequent and damaging causes of accidents, as follows:

1—Handling tools and materials.
2—Misstep and nail wounds.
3—Foreign substance in eye.
4—Getting on and off trains.
5—Struck by foreign body.
6—Collision, and neglect to place blue flag.
7—Putting on and off brakes.
8—Falling from train.
9—Fall, on duty.
10—Coupling cars.
11—Handling freight.

The full cooperation of staff officials and committeemen is a real necessity to achieve the hoped-for results.

In every case where an employe or safety committeeman is reluctant to mention the names of the offending employes—the date, time and place of occurrence, and what was done at the time to prevent a repetition of the act—should be given. Other unsafe practices should likewise be reported by committeemen, as the purpose of the proposed campaign is to obtain a knowledge of the actual and most frequent infractions of Safety Rules and practices in order that corrective educational work may be inaugurated with intelligence.

Safety committeemen are urged to

compete with one another in their observance of such practices.

The percentage of men injured to the total number of men employed is greater in and around shops than among any other class of employe, notwithstanding the safety appliances on machines as well as other safeguards placed around men in that employment.

Foremen should show a sincere desire to prevent injury. Their attitude toward this work will be reflected in actions of the men under their direct supervision. The following questions should be carefully read and digested:

1—What have you personally done for safety in your own department? Are you assisting your Safety Committeemen?

2—Have you studied the various hazards of each machine or shop operation with which you come in daily contact in your work?

3—Are you operating a machine saw from which safeguard has been removed?

4—Are you handling tools and material in a careless and unsafe manner?

5—Before using tools, machines and appliances, do you first examine them carefully to see whether they are defective or unsafe?

6—Are you kicking couplers in violation of rules, or handling brakes in a manner inviting injury?

7—Are you strictly observing the blue flag rule?

8—As a hostler, are you taking every precaution against injuring fellow employes by looking ahead, looking around both sides and underneath; blowing the whistle and ringing the bell before moving engines in or around shops?

9—Are you turning down every protruding nail that you observe, liable to cause injury and blood poisoning and death? "It takes less energy to pick up a nail with the foot than with the hand, but—which pays?"

10—Are you operating jacks under cars without first properly placing block of wood on top of jack, and underneath when necessary, in such a manner that there is no danger of the car body slipping or falling and then crushing the innocent employe working beneath the elevated body of the car?

11—What are you doing in the line of fire prevention? Are fire prevention rules and regulations posted in every station—are you inspecting water barrels and fire buckets regularly? General notice Circular No. 143, on explosives, inflammables and acids, if understood and obeyed will prevent loss of life and limb and protect property and decrease loss and damage.

12—Female employes in shops and yards should observe safety precautions as strictly as male employes, giving particular attention to alertness, carefulness, the wearing of proper clothing, shoes and head protection, goggles when necessary and not to wear gloves while working around machinery.

13—Are you keeping a watchful eye on baggage trucks to see that they are properly loaded, pulled and not shoved, in position a safe distance from edge of platform before train arrives and kept locked when not in use?

14—Safety is a democratic institution and must be practiced by all alike. Halfway measures in safety merely serve to create an indifferent attitude on the part of every employe on the job and thus do more harm than good.

It is not the officers who are being injured, but the men of the rank and file. Talk safety to your fellow employe. You will not only make him feel better, but you will feel better yourself.

In conclusion, this is to remind you that the real purpose of safety is that each employe of the Baltimore and Ohio shall live to enjoy the fruits o his labor; that his mother shall enjoy the comfort and support of his strength in her age; that his wife shall not be untimely a widow; that his children shall have the companionship and example of a father; that the cause of humanity and democracy may be advanced. May safety follow you at your work so that always at the close of day you may return to those at home.

Come Across, or the Kaiser Will—Buy Liberty Bonds



THE WINNING TEAM—MARRIED MEN

Married Men of Auditor Coal and Coke Receipts' Office Win Annual Ball Game

AFTER a lay-off of a whole year, Good Friday again rolled around. A finer day could not have been desired, and, as per schedule, the annual baseball game between the married and single men of the auditor coal and coke receipts' office was staged at the Westport grounds.

"Big" Burns, the human mountain, was on hand with his squad, all set for revenge for past defeats, and stuck to his prearranged battery—"Jimmy" Landerkin and L. Earp, but old "Speed Boy" Spedden, that old fox, who had given out his battery as "Noisy Al" Lehman and an unknown, owing to the indisposition of Lehman, showed his real strategy by uncovering a find in the person of O. Orwig, to whom may it be said a lion's share of the credit is due for landing the game. The *piece de resistance* was uncovered by "Speed" when he donned the wind pad and directed the rapid and deadly fire of Orwig. However, the strategy of "Speed," which in our opinion is second to none, is evidenced by the lineup, which is herewith given:

Single Men	Married Men
Schuster, 2b.	Limpert, 1b.
Koenigsmark, 3b.	Brauer, 3b.
Kimball, ss.	McChesney, 2b.
Kern, cf.	Spedden, c.
Poole, rf.	Downey, lf.
Burns, 1b.	Henry, cf.
Luken, lf.	Stockett, ss.
Earp, c.	Orwig, p.
Landerkin, p.	Maccubbin, rf.

Married Men	2	1	3	1	0	0	1	2	5	—15
Single Men	1	0	1	0	1	0	1	0	0	— 4

Umpire—George F. Gable.

A glance at these lists will reveal the pick of the office among the young blood, while on the other hand is seen the names of such spirited old boys as "Stationery Stockett," "Father Time" Maccubbin and "Speed." Of course, there were the regulars, Brauer, Henry, Limpert and McChesney, without whom no game would be complete.

It must have been the weather, for "Stationery" Stockett, heretofore content with umpiring the game, begged to be allowed to show his line of stuff and the way he cut up around the short field would have made "Mike" Doolan turn green with envy. And Maccubbin, why that old boy just tossed off some fifty odd years and sprinted around in the out field like a two year old, to the delight of the crowd, who cheered him repeatedly.

After the first inning it was just a question of how much punishment could be absorbed by the youngsters, and the final count of 15 to 4 in favor of the married men shows to what extent those old boys cavorted around.

One particularly bright and shining play was when "Long Boy" Luken got on base and thought he could take a few liberties with the wing of "Speed." As soon as the ball was thrown he started off like a shot, only to find the ball at the bag waiting for him. No doubt "Speed" was as much surprised as Luken. He got the ball down to second, but the ball took two hops before getting there.

The old boys were just irresistible and kept piling up runs. When the ninth inning rolled around, "Big" Burns gave "Jimmy" the sign and started to heave 'em up, but, owing to the deep shadows cast by his figure, he was unable to locate the plate. After tossing the ball over the grand stand several times, and plowing up the earth generally in the vicinity of home plate, during which spasm five runs went over, the married men allowed "Jimmy," who was returned to the box, to put them out and end the misery.

The heavy hitters for the married men were Brauer, Downey, Orwig and Limpert, while the others also did themselves proud. Schuster made a good play for the single men. He could not get out of the way of a line drive, and after juggling the ball around in the air for some little while, got a death grip on it and killed the chances of the married men making about ten more runs.



THE LOSERS—SINGLE MEN

Make this the Banner Season of the System-Wide Baseball League

Four Cups to be Contested for this Year—Read the Rules and Play Ball!

The purpose of the management in organizing a System-wide baseball league is to promote health, welfare, the pleasant rivalry of clean sport, fellowship and recreation; to get as many employes as possible interested and playing and not to encourage or promote professionalism or specifically a specialty of high grade baseball efficiency.

The trophies are awarded to stimulate interest and enjoyment in friendly contest, not the bitter antagonism of rivalry.

Therefore, protests should be avoided as far as possible. Fair play, tolerance, temperance and kindly deportment on all occasions is insisted upon.

THOSE who will participate in the Baltimore and Ohio System-wide baseball games this season will contest for four cups, so do not "fumble" your chances. Each team has its own chance of "sliding home" with three of the trophies, so begin now with real earnestness to prepare for victory. Besides the cup offered by vice-president A. W. Thompson for the champions of the System three successive years, one has been offered by general manager R. N. Begien to the team winning the Eastern Lines' championship and another by general manager C. W. Galloway to the team who is the winner of the Western Lines' championship. It is expected that a cup will be offered by another official to be awarded the team winning the System Championship. Announcement of this will be made later.

Here, then, is a real test for the wielders of the bat this year! Let each team make up its mind that it is not going to "die at third," but that this year, more than ever, an attempt will be made to cross the plate at the closing struggle. Pitchers, begin now to "get" your in-shoots and out-shoots, your drop balls, etc. And you batters had better commence to measure the distance between the "home" and the fence. Get your muscles limbered up, and get your eye trained for those wily players who have a knack of stealing bases.

But there should be no need of urging those who intend to participate in the games this season. Indeed, proud will that player be who can point to the trophies as those won by his team in 1918.

Misunderstandings will be avoided if a careful perusal is made of the rules on the opposite page, and if all games are played in strict accordance therewith. As the loss of a game may be the cause of losing one or all of the prizes, particular attention is called to Rule No. 11. It will be noted that any team which has not a legitimate excuse for playing a regular scheduled game will forfeit it and credit for it will be given to the club "offended." Attention is also called to Rule No. 13.

Let this be the banner year in the history of the Baltimore and Ohio baseball world. Every official and employe of the Company is looking forward to seeing good games in this clean American sport. It is up to you, players, to see to it that their hopes are realized.

Cross the "Pond" or Buy a Bond!

Rules Governing the Baltimore and Ohio League Baseball Teams

1. The General Athletic Committee shall act as a Board of Control for the entire System, in which each member shall have one vote, and this Board of Control will decide any disputes that may be referred to it, and conduct the business of the League. In case of emergency, the General Chairman will render decision on disputes.

(*a*) No protest shall be allowed from any decision of umpire based on sight or judgment; technical intrepretation of a rule only may be referred for protest. Any player guilty of heckling or attempting to intimidate an umpire will be taken out of the game forthwith, and ordered from the field if necessary.

(*b*) All protests on Inter-district games must be filed with the Chairman of the General Athletic Committee in writing within forty-eight hours after the game in which the protested point occurred, and the United States stamp mark will determine in case of doubt.

2. Employes will not be eligible to compete in Division, Grand Division or System baseball championship contests who have not been in continuous service effective from January 1 of that year. It is not the intention of this ruling to apply to men who have been furloughed to answer the call of military duty or who have been absent from their work on account of disability. No one is eligible to compete in contests who is not a member of the local athletic organization. Members of teams must be employes of the Division, Department or Unit they represent.

3. Any employe transferred form one Superintendent's division to another after January 1 of that year shall not be eligible to play in an official game during that year.

4. No player shall receive in any manner money compensation of any character for playing ball in this league.

5. Each team shall have a Manager, who shall be responsible for the conduct of his team on and off the field and on trains to and from games. Players will confine themselves to cars which have been provided for their use en route, to avoid annoying pay passengers. Players will be expected to deport themselves properly while traveling and during games.

6. Each team shall have an umpire present and ready for service at all Divisional or Inter-divisional games.

7. During Inter-district games, two umpires from foreign units shall officiate.

8. The umpires shall be governed by the rules of the National League, as prescribed in the Official Guide, insofar as they do not conflict with the rules of this League.

9. The Home Club shall furnish all balls for games and shall retain them after the game is over.

10. All games shall be called not later than three (3) o'clock p. m., except when the managers agree in writing on a specified time.

11. In case of failure to play a regular scheduled game for any reason, except when weather or other conditions over which they have no control interfere, the club which is the offender shall forfeit the game and the club offended shall receive credit for it.

12. By June 20, each Division or Unit representative shall file with the Chairman of the General Athletic Committee a list showing the names of not more than fifteen (15) players, who shall be the only players used in System contests up to the close of the season, and in case it is desired to use any player, other than those already on the list, the question must be submitted to the Board of Control for its action. No player shall be used who is not eligible under these rules.

13. Each team shall appoint a Score-keeper and the home team shall see that full and complete seore is forwarded to the Chairman of the General Athletic Committee and Editor of the Magazine within forty-eight (48) hours after the game is played. The score must be acceptable to both score-keepers and they must sign each other's score book.

14. Each club shall provide suitable grounds for their home games and all proceeds derived therefrom shall go to the home club.

15. Each club shall pay its own expenses, both on tour and at home.

16. Insofar as it is practical, until further notice from the Chairman of the General Athletic Committee, contest dates for seasonal baseball games will be as follows:

Season will open for baseball candidates for divisional unit teams on April 1. Divisional unit championship teams must be selected not later than the third Saturday in June. Grand Division championship teams must be selected not later than the third Saturday in July. Eastern and Western District championship teams must be selected not later than the third Saturday in August. The final championship contest will take place in Baltimore on Labor Day. It is understood that one match game between any two districts teams will decide the supremacy of the winning team.

17. Eastern and Western Districts, for the sake of convenience, will be divided as follows:

The Eastern District will be composed of the following units: New York, Central Building (Baltimore), Mt. Clare and Maryland District.

The Western District will be composed of the following units: Pennsylvania District, West Virginia District, Southwest District and the Northwest District.

Welfare Bureau.



Baltimore and Ohio Employes Magazine

FRANK A. O'CONNELL, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

An American Peace

THERE can be no peace with honor or safety to ourselves or to posterity, except a just peace, and there can and will be no other peace. Work for peace accomplishes nothing but the hampering of our effort, the delay of the real peace, and a greater toll of death of America's fighting men. Our duty is to war for a just and righteous peace; to work or speak for any other peace is aid and comfort to Germany—injury and disloyalty to our boys in France.

1776-1918

THE descendants of the compatriots of Washington and Paul Jones are fighting once again side by side with the descendants of the compatriots of Lafayette and Rochambeau. The time and opportunity have come for a nation to pay a great debt of gratitude for service rendered in great national need and America is paying France the debt she long has owed.

In the Revolutionary War for the freedom of America the French fought on American soil under the command of an American. Today in the war for the freedom of France and for the preservation of liberty to America, and indeed to all the world, Americans fight on French soil under the supreme command of a Frenchman. The honors are even and the honors are great.

No true American who knows the history of his country and loves the honor of his country but thrills at the thought of the American Army in France. The invincible Americans will turn the tide of war; they will bring to France and her allies a victory for liberty such as France assisted us to win, and repay with interest a debt to liberty and to France long owing and honorably acknowledged.

The Official Bulletin

OWING to the enormous increase of government war work the governmental departments at Washington are being flooded with letters of inquiry on every conceivable subject concerning war, and it has been found a physical impossibility for the clerks, though they number an army in themselves now, to give many of these letters proper attention and reply. There is published daily at Washington, under authority of and by direction of the President, a government newspaper—the Official U. S. *Bulletin*. This newspaper prints every day all of the more important rulings, decisions, regulations, proclamations, orders, etc., as they are promulgated by the several departments and the many special committees and agencies now in operation at the National Capital. This official journal is posted daily in every postoffice in the United States, more than 56,000 in number, and may also be found on file at all libraries, boards of trade and chambers of commerce, and the offices of mayors, governors and federal officials. By consulting these files most questions will be found readily answered; there will be little necessity for letter writing; the unnecessary congestion of the mails will be appreciably relieved; the railroads will be called upon to move fewer correspondence sacks, and the mass of business that is piling up in the departments will be eased considerably. Hundreds of clerks now answering correspondence will be enabled to give their time to essentially important war work, and the public will have performed a fundamentally patriotic service.

Don't Make a Fuss

SOME folks make a fuss all the time, almost everyone makes a fuss some of the time, and a few folks never make a fuss.

Can't you sort your friends in these three groups?

Making a fuss was ever annoying, and is generally futile. The chronic sputterer is poor company, and should be discouraged.

If it has been your habit to fuss over things, break the habit; and if, on the other hand, you are in the habit of being irritated by the fussiness of others, break the habit.

It is no time to disturb others with little things, or to be disturbed over trifles, for small things are in the discard: today only big things count.—*Three Brothers.*

The Habit of Breaking the Rules

IN subway, in factory building and in many places where a blaze might cause great loss of life, there are signs prohibiting smoking.

In Jersey the other day a fire and explosion, causing damage of $2,000,000, endangering many lives and resulting in the tying up of war material urgently needed in France, was started by a lighted cigarette.

There were orders posted that no man should smoke. The order was disobeyed.

The man who disobeyed in this instance was not an ordinary worker, but a foreman.

One great fault of the American is that he disobeys. He is lawless. He does not obey the laws framed for his protection.

The worker who does not obey instructions is a bad worker. The citizen who does not obey the law is a bad citizen.

It was Elbert Hubbard who said: "If you're working for a man, for heaven's sake work."

You're not working for him, but for the forces of destruction, when you tempt fate by smoking where no man should smoke—*New York Evening Mail.*

Don't Hold Mail

UNDER date of May 15, 1917, the following circular was sent out by the manager mail and express traffic:

"The mail-room force is greatly handicapped in giving mail prompt dispatch owing to many of the offices holding mail until closing hours of the day. It is our purpose to dispatch mail on first train after receipt, but this is not always possible owing to congestion in mail room due to large accumulation, especially during late hours of the day.

"Where it is practicable to advance mail to the mail room, it will materially assist in dispatching to early trains and enable night force to get rid of late mail on night trains.

"Cooperation in this direction will be appreciated."

In line with the foregoing a circular has been issued by the First Assistant Postmaster General under date of February 28, 1918, urging all business concerns not to hold outgoing mail until late afternoon or early evening hours.

Where it is practicable to advance mail to the mail room, that department will be able to carry out the request of the post office department, which will be to our advantage as well as that of the government.

Correction

OWING to a regrettable error the name of Patrick Collins was placed in the caption above an article appearing in the March, 1918, issue relative to the retirement of Patrick Clifford, of New Vienna, O. This inadvertance is deplored, and we trust that our readers who know Mr. Clifford, and who are anxious to hear of him, were not mislead by the erroneous caption. The article appeared on page 30.



Home Dressmaker's Corner

Courtesy "Pictorial Review"



A Blouse Which Attains Unusual Interest Because of Its New Neckline and Other Accessories

A BLOUSE that has practical as well as style value is what the well-dressed woman needs in these days of war-reduced incomes. This dressy model is carried out in pink crepe Georgette trimmed with coarse silk embroidery put on in the form of bands.

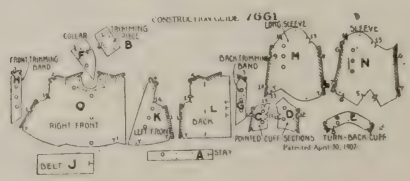


BLOUSE WITH NEW NECKLINE

It closes on the left shoulder and at the left side-front under a tuck. Finishing the oval neck is a round collar having points in front and a fancy trimming piece at the back. Samm pearl buttons lend a touch of novelty to the sleeves.

In medium size the blouse requires 2⅝ yards 36-inch material, with ¼ yard 36-inch material for the belt. If banding is used instead of embroidery, 2½ yards 2¼ inches wide are required.

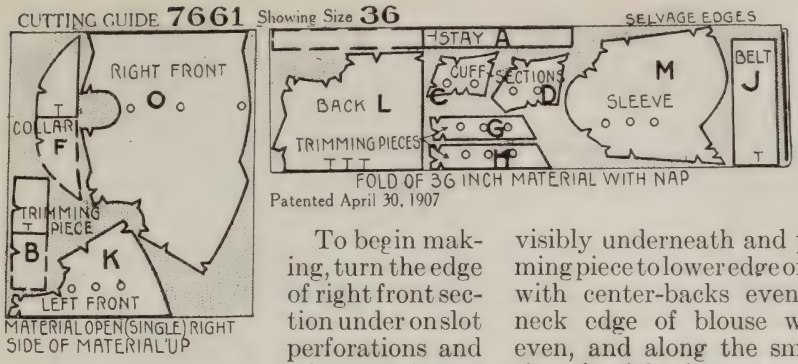
The unusual shape of the front makes it necessary to cut this section of the waist from an open width of the Georgette. The large "O" perforations rest on a lengthwise thread of material and to the left of the right front, the collar is placed, as shown in the cutting guide.



The left front and trimming piece are laid on the remaining material.

The other part of the goods is then folded in half and the back is laid along the lengthwise fold, with trimming pieces to the right of it. The cuff sections are laid opposite the trimming pieces, with large "O" perforations on a lengthwise thread. There remain now only the sleeve and belt to be provided for and these are laid on the material as illustrated.

For the oval shaped neck, the neck edge of the right front section should be cut along indicating small "o" perforations. Cut off the left end of stay at the two small "o" perforations.



To begin making, turn the edge of right front section under on slot perforations and stitch 2 inches from folded edge. Form tucks in right front section and in back creasing on slot perforations and stitch 2 inches from folded edges. Close under-arm and shoulder seams as notched. Gather at lower edges between "T" perforations and 1½ inch above. Large "O" perforations indicate center-front of right front section and of stay. Sew stay to lower edge of blouse with center-fronts, center-backs and edges even, bring single small "o" perforation at top of stay to under-arm seam. Fold stay through center and fell the remaining edge over the seam. Lap right front section on left to line of small "o" perforations and finish shoulder and side edges for closing.

When the oval-shaped neck is made, finish the upper neck edge of right front section with a straight band of material 1¼ inch wide when finished: ease the upper edge of band to neck edge and permit the lower edge to hang free.

Now, crease the trimming piece on slot perforations, bring folded edge to small "o" perforations, tack invisibly underneath and press. Sew trimming piece to lower edge of collar as notched, with center-backs even. Sew collar to neck edge of blouse with center-backs even, and along the small "o" perforations in right front section matching the large "O" perforations in collar and right front; leave the collar free on right, side forward of the large "O" perforation; leave the collar free on left side forward of the shoulder seam and finish for closing.

Close seams of sleeve, next, as notched. Face cuff and sew to lower edge of sleeve as notched with small "o" perforation at lower edge of cuff at dart seam of sleeve and bring the edges of cuff together over the small "o" perforation at lower edge of sleeve. Sew sleeve in armhole as notched, with small "o" perforation at shoulder seam, easing in any fulness between the notches. Hold the sleeve toward you when basting it in the armhole.

Arrange the belt around the waist and finish in any desired way.

Blouse No. 7661. Sizes, 34 to 42 inches bust. Price 20 cents.

Pictorial Review patterns on sale at local agents.

A Schoolgirl's Letter

"IT WAS only a little river, almost a brook; it was called the Yser. One could talk from one side to the other without raising one's voice, and the birds could fly over it with one sweep of their wings. And on the two banks there were millions of men, the one turned toward the other, eye to eye. But the distance which separated them was greater than the stars in the sky; it was the difference which separates right from injustice.

"The ocean is so vast that the sea-gulls do not dare to cross it. During seven days and seven nights the great steamships of America, going at full speed, drive through the deep waters before the lighthouses of France come into view; but from one side to the other hearts are touching."—*Letter of a French schoolgirl quoted by Dr. John Finley.*



The Needleworker's Corner

The Decorative Note of Many a Smart Model Is Expressed in Chine, Chenille or Soutache

By Kathryn Mutterer

Courtesy "Pictorial Review"

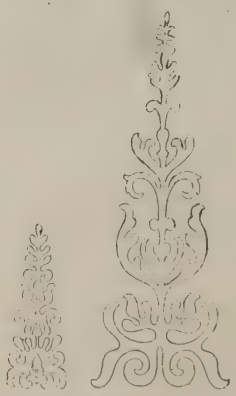
THERE is no prettier decoration for a one-piece frock than braiding. Especially is this true of the model which feature panel fronts and backs. To show to the best advantage the braid should be of good quality and applied carefully over a design that is artistic without being too complicated.

It does not require very much time to braid a dress these days, for nearly all of the work is done by machine. The motif illustrated on this little frock of pale pink voile is unusually graceful. The pattern supplies two each of two panel designs. The larger one is 9¼ inches wide by 25 inches high and the smaller one, 4 inches wide by 11 inches high. To braid the large panel 6 yards of soutache braid are required, while the smaller one requires 2½ yards.

Cotton voiles and cotton crepes lend themselves especially well to the various



BRAIDED ON PIECE FROCK



TWO FASHIONABLE MOTIFS

decorations and are being conjured into frocks of a delightful type this season. French cotton crepe is of a much lighter and more bouyant texture than the domestic quality, and while the colors in this material are satisfying there is none so lovely as the pink.

There are plaits on either side of the panel front and the fulness is held in with a straight belt of self-material. The belt does not intercept the panel and to either side of it are fastened the

slender ends of the surplice collar. Soutache braid outlines the collar, which is lined with pale pink silk. The pockets are also lined with silk and piped with braid.

All of the season's materials look well trimmed with braid, from the heaviest to the lightest, because they are all supple and easily handled. Wash fabrics are trimmed with the mercerized braids, which have a wondrously lustrous finish that even laundering does not dim.

Pictorial Review Transfer Pattern, No. 12418, blue or yellow, 20 cents, supplies 2 of each of 2 panel designs. The larger one is $9\frac{1}{4}$ inches wide by 25 inches high and the smaller one, 4 inches wide by 11 inches high. To braid the large panel 6 yards of soutache braid are required and $2\frac{1}{2}$ yards for the smaller one. Costume No. 7415 (25 cents). Seven sizes, 34 to 46 bust.

Modes for Kitchen and Parlor

Within certain limits there seems no reason why a designer should not let his fancy play about the collar, belt and pockets of a straight gingham apron and give them a futuristic touch. Black and white block gingham makes a charming set-off for the apron pictured. Bands of the trimming finish the short sleeves and the straight front and back are stitched to deep yokes. Medium size requires 5 yards 36-inch plain and 1 yard check gingham.





Floral printed voile is an inexpensive and dainty material to use in developing the dainty little frock pictured. The waist fastens over a straight vest of organdy and there is a narrow sash belt of black velvet ribbon for the supreme touch of chic. Medium size requires $5\frac{3}{4}$ yards 36-inch voile and $\frac{3}{4}$ yard organdy.

First Model. *Pictorial Review* Apron No. 7643. Sizes, small, medium and large. Price, 20 cents.

Second Model. Costume No. 7648. Sizes, 16 to 20 years. Price, 20 cents.

Little Dresses for Afternoon

One could delight to wear a little frock of pink chambray such as is pictured to the left, with a border of embroidery in pink and black on the skirt and a repetition of the same trimming on the collar. The other distinctive feature of this skirt and waist model is a deep belt of self-material finished in sash effect at one side. Medium size requires 6 yards 36-inch material.

The narrow straight lines of the second model in lavender linen share favor with a smart braid trimming, the braid dyed to match the material. Any width from the finest soutache to the very wide silk braid is used. Medium size calls for $5\frac{3}{4}$ yards 36-inch material.

First Model. *Pictorial Review.* Costume No. 7639. Sizes, 34 to 46 inches bust. Price. 25 cents.

Second Model. Costume No. 7662. Sizes 14 to 20 years. Price, 20 cents.



Safety First Roll of Honor

Staten Island Division

The management desires to thank employes of the New York Terminal Lines for their hearty cooperation and loyalty during the winter. With the temperature down to seventeen degrees below zero (the coldest weather on record), wind as high as ninety miles per hour and an abnormal snow fall—the worst weather New York has ever known—both freight and passenger business were kept moving.

On February 26 engineer William Darnell, relay engine, discovered car door on eastbound track at Tompkinsville. He had door removed and notified dispatcher, so that inspection could be made in order to avoid further trouble. A merit mark has been placed on Mr. Darnell's record.

At 8.50 a. m. February 2 towerman Flaherty, Clifton Junction tower, noticed defect on coach in train No. 17, engine 33, conductor Benesch, engineer LaForge. He notified dispatcher immediately. Mr. Flaherty has been thanked by the management for his keen observation and merit mark has been placed on his service record.

While extra 1637 east, conductor J. McDonald, March 1, was passing West New Brighton station, a car door fell off. This was noticed by agent Henry, of West New Brighton station, who took immediate action. A merit mark has been placed on his service record.

On March 5 there was a trainman short on run D-1, East Shore sub-division, and P. Magnotti, who was fireman on this job, assisted the train crew in coupling up, throwing switches, etc., so that there would be no delay. Mr. Magnotti has been thanked for this act, which shows that he is willing to do his bit.

On Saturday, March 16, batteryman "Tony" Giordano discovered defective rail on track 2, Harbor Road, Mariners Harbor. He immediately placed red flag on track and notified dispatcher, who had track repaired. Mr. Giordano has been thanked by the management.

Float 67 landed with four loads and two empty cars at 7.44 p. m. February 18 at St. George. At 8.30 the same night captain H. McIntyre, of tug boat A. C. Rose, was directed to take float 67 from No. 1 Float Bridge, St. George, and tow it to Wallabout Station. He noticed one corner of bumper end of float under water and immediately notified tug boat dispatcher. The cars were pulled off float, reloaded and made safe to tow. Captain H. McIntyre has been commended for his watchfulness.

At 8.00 a. m. March 10, while a strong northwest gale was blowing, A. C. Long, chief delivery clerk at Pier 22, N. R., who resides at the Brighton Lodge, Richmond Terrace, New Brighton, S. I., discovered a coal boat afire drifting out of the Kill Von Kull and the wind setting it in against Baltimore and Ohio Coal Pier 3, St. George. He immediately called tug boat dispatcher Enright on the phone and notified him of the danger. Mr. Enright had the fire extinguished and made coal boat fast at our St. George Coal Pier 3. If this had not been discovered by Mr. Long and timely warning given to the tug boat dispatcher, serious loss might have occurred to our property. Mr. Long has been thanked for his watchfulness and prompt action.

Baltimore Division

While working at Reels Mill, on February 3, C. W. Booker discovered defective equipment on the tender of engine No. 4154. The engine crew's attention was called to the defect and the locomotive was taken out of service for repairs.

Mr. Booker has received a letter of commendation for his alertness from superintendent Gorsuch.

Cumberland Division

While extra 4170 west was passing Martinsburg at 4.06 a. m. February 20, operator J. L. Schroder noticed wheels sliding under forty-sixth car from caboose. He notified conductor Whitson, who corrected defect.

On the same date at 5.27 a. m., while extra 4305 was passing, he noticed hot box on forty-second car from caboose, and notified conductor C. H. Cooper, who set car off for repairs.

On February 20 as double header 1446 and 2224 east passed Hobbs, operator Q. Hobbs discovered defective equipment under tank of engine 2224. Crew was notified and repairs made.

On March 1 while extra 4852 west passed Martinsburg at 5.12 a. m., operator J. L. Schroder noticed a defect on fifteenth car from caboose. Crew was informed at West Cumbo, where attention was given defect.

As extra 4832 west passed Green Spring at 7.00 a. m. March 6, operator J. D. Rockwell observed defect under two cars. While engine was taking water he sent man to notify the crew, who made repairs.

On March 18 as extra 4865 east passed Rawlings at 4.35 a. m., operator R. T. McKenzie noticed defect on eighteenth car from engine. Conductor Ambrose was notified and found brakes set.

Monongah Division

On March 22 operator D. L. Coyne was walking toward his office at Salem and as first No. 80, engines 4011 and 2824, was passing, he noticed a defect on car in train. He went to his office and notified conductor H. Harris at Wolf Summit, who inspected car and set it off at that point, where our repairmen corrected defect.

Wheeling Division

A. E. Gandy, brakeman, on February 21, while at work, discovered defective equipment on a car on No. 13 track, Benwood yard. He has been commended for vigilance displayed in this case.

F. W. Wilson, yard brakeman, Holloway, Ohio, while switching a cut of cars to make up an eastbound train found a defect on a car that was being switched in a train which was almost ready to depart for the east. He has received a letter of commendation from superintendent Smith.

On February 18 a train set fire to the weeds and grass east of Benton Ferry station. Mr. Shorter, operator at Benton Ferry, with the assistance of the following women, who volunteered their service, succeeded in extinguishing the fire after a hard fight: Mrs. H. A. Shorter, Mrs. Ott Carpenter, Miss Nora Carpenter, Miss May Bonner, Mrs. Walter Wilt, Mrs. Jesse Wilt, Mrs. Walter McDougal, and Mrs. T. B. Nixon.

Each of the above ladies has received a letter from superintendent Smith, expressing his sincere thanks for their action. Mr. Shorter has also been forwarded a letter from the superintendent thanking him for vigilance displayed.

Cleveland Division

On February 21 engineer J. J. Nagle, in charge of engine 4148, discovered a defect on this engine at Uhrichsville. He stopped and made necessary repairs. He has been commended by the superintendent.

On February 24 W. F. Bladowski, brakeman on engine 2667 west, discovered defect at east end of west storage track at Seville. He promptly notified conductor W. E. Butts, who in turn notified section foreman. Letter of commendation has been written Mr. Bladowski by the superintendent.

Akron yard conductor J. E. Friskey, on March 12, while riding on train No. 38 from Cleveland to Akron, rendered very valuable assistance in helping to rerail engine. He has been commended.

Newark Division

While standing on station platform at Cambridge March 14, engineer J. T. Overstreet noticed a defective condition on engine of train No. 34, which had entered the station. He immediately notified the engineer and assisted him in making repairs. His prompt action no doubt saved a delay to the train on the road. He has been commended.

Orlando Davis, residing near bridge No. 545, five miles west of Newark, discovered the bridge afire on a recent morning and promptly notified the dispatcher at Newark by telephone.

He then proceeded down the track and acted as flagman until relieved by an employe of this Company. His action in this case is highly commendable and has been acknowledged by a letter of appreciation.

Connellsville Division

C. S. Clites, foreman of Section No. 2 at Mt. Savage Junction, Md., on March 25 forwarded to superintendent Broughton's office fifteen bundles of nuts—numbering 1000—and a keg containing 100 grease cup caps. These had been picked up along his section. In these days when the prices of material have reached such a height, the Company appreciates such actions on the part of its employes, and hopes that every person in the service will show the same spirit of economy. Mr. Clites is to be commended for such a fine example.

While walking along tracks near Cheat Haven on the morning of April 4, Miss Fern Nicola, Cheat Haven, Pa., discovered a defective rail about one-half mile west, and another one mile west, and took immediate action by flagging work train.

"This act is very commendable," said superintendent Broughton in a letter to Miss Nicola, "and I take this means of expressing my appreciation of your interest in the welfare of the Railroad Company of which your father is a foreman."

Pittsburgh Division

On March 11 W. A. Springer, Point Mills, W. Va., noticed a large slide which contained tons of rocks falling on Point Mills passing siding and immediately notified our operator at that point, when arrangements were made for proper protection.

T. J. Brady, superintendent of the Pittsburgh Division, has thanked Mr. Springer in the following words:

"We feel very grateful to you for your action in this and assure you such service is greatly appreciated by the Baltimore and Ohio Railroad."

G. L. Myers, United States mail carrier between Blairs station and Blairs Corners, flagged engine 51 on February 11 and notified the crew that there was a defective rail near Blairs. Mr. Myers is a veteran of the Civil War, and takes a keen interest in the welfare of the Company. When off duty he often makes himself useful at Blairs station. The Baltimore and Ohio appreciates this action on the part of Mr. Myers. We thank you, Mr. Myers, and hope your example will be emulated by others.

New Castle Division

On the morning of March 23 Mrs. George R. Haines, of Lodi, Ohio, discovered a defect in rail in road crossing at Garden Isle on the Millersburg Branch. Mrs. Haines immediately telephoned to the agent at Lodi, who arranged with the section men to repair the defect. Actions of this kind on the part of our patrons are highly appreciated. The superintendent has written Mrs. Haines a letter of thanks.

On March 15, as No. 13 was passing Lodi, operator E. C. Forney noticed a condition on train which appeared dangerous, and he immediately threw the advance signal against the train, bringing it to a stop and notified the crew, who took steps to correct the condition. For his quick action, Mr. Forney has been commended by his superintendent.

On March 12 at 7.30 a. m. foreman Frank Cannistral discovered a defect on Baltimore and Ohio car 121885, being taken eastbound on extra engine 2232. Mr. Cannistral was sent a commendatory letter by the superintendent for his interest and action taken in observing and reporting the defect.

Chicago Division

On March 21 yardmaster Weber, at South Chicago, noticed one of our furniture cars passing with defective equipment. By prompt action he succeeded in bringing the train to a stop and had car set off for repairs.

Ohio Division

At Madisonville March 12, crossing watchman A. G. Maxon observed defective condition of truck under car in passing train, extra east 2789-2858. He attracted attention of trainmen and succeeded in stopping train. He was commended for his watchfulness.

On February 6 train No. 29 passing west switch at Madeira stopped to make repairs. Engineer Gilbert, on extra west 2827 in siding, assisted engineer of train No. 29 in making repairs. After

the departure of No. 29 engineer Gilbert noticed that some of the equipment was missing. He found a portion in switch point of trailing switch of the crossover. This was removed and switch put in proper condition. Prompt action and close attention to duty on the part of engineer Gilbert has been commended.

Illinois Division

Not long ago the Illinois Central car inspector at Odin, Ill., was near the station when our train No. 2 pulled in. There was a defect on a car in the train and this inspector volunteered to correct it. He has been written a letter of thanks by the superintendent and assured that we always appreciate a thing of this kind.

On the morning of March 11 conductor Clayton found a stick of dynamite on the empty track at Wheatland, Indiana. This dynamite had the appearance of having been there for several days, but was in a place where it could have easily been struck by something. Mr. Clayton is to be commended for his watchfulness and the interest shown in protecting the Company's property.

On March 7 pumper S. J. Reid, at Gurney, discovered defective equipment on car 8708 and immediately notified train crew. Reid has been commended on his close observance and interest in the Company's property.

Toledo Division

While extra 5014 north was passing Sidney station February 19, defective condition was discovered by Henry Horn, clerk at that point. For his close observance he has been commended by the superintendent.

For their close attention to duty and for discovery of an irregularity at "Z" Cabin on January 26, conductor J. C. Clifford and brakeman "Fred" Benz, with train No. 53, have been commended by the superintendent.

Liberty Bonds or German Bondage!

THE hordes of Satan are in battle against us. They fight with every diabolical device that perverted human intelligence, training, and experience can invent. To conquer us, they use to the full their every economic, scientific, and industrial resource.

To save the lives and liberties of ourselves and our children, we have been forced unwillingly to take up arms. To prevail we must dedicate to the farthest limit our every power. No sacrifice has been too great for our enemy to place on the altar of his fatherland. Shall we give or sacrifice less for freedom than our enemy gives for despotism? What shall a hoarded penny profit us if we may spend it only as slaves? Let us give freely, that we may live free.—*Attorney General Gregory.*



ACCOUNTING DEPARTMENT, CAMDEN FREIGHT STATION

J. M. White, W. C. Ekin, C. H. Waltz, A. J. Napfel, A. H. Wurzbacher, James L. Norton, Harry Lineberger, C. Kirschman, G. L. Spittel, A. F. Carey, Thomas Cooke, G. L. Cann, William E. Deering, W. F. Ferguson, M. L. White, J. T. Prince, J. E. Mills, Miss E. P. Smith, Miss Irene Taylor, Miss Jessie Utley, F. H. Casler, R. M. Betz, G. C. LeFaivre, Charles Smith, Miss Irene Sunderland, S. Hollander, R. F. Barham, Miss M. B. Tulp, Miss Vada Hastings, Thomas Fallon, W. E. Stowman, R. B. Schill, Miss E. E. Brown, Mrs. C. Hann, I. G. Smith, Miss H. Tribull, C. M. Schlessinger, C. H. Thompson, J. G. Fosbrink, G. E. Pritchard, R. Dalmain, L. E. Likens, R. W. Loney, J. M. Cole.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts' Office

Correspondent, GEORGE EICHNER

This office was well represented at the "Over There" exhibition at the Fifth Regiment Armory.

Two hundred tickets were purchased by the clerks and much interest was manifested in the great patriotic demonstration.

James B. Zimmerman is wearing a smile that won't come off. There's a reason—he's a "daddy" now. The stork visited his home March 25 and left a bouncing baby boy. Mrs. Zimmerman and the youngster are doing nicely.

Auditor Coal and Coke Receipts' Office

Correspondent, JOHN LIMPERT

We regret exceeding to report the following deaths among the families of clerks in this office:

Mother of Miss M. H. Walter, who died March 12 after a lingering illness; mother of W. H. Reichert, who died March 7 after a comparitively short illness, and a brother of W. P. Collins, who was serving his country in France. His death was reported by the War Department.

The sincere sympathy of all clerks in this office is extended to our fellow workers in their bereavement.

General Superintendent Motive Power

Correspondent, D. H. HICKS

The accompanying picture is that of Corporal William H. Gordon, Jr., who is now training with the 115th Infantry, Camp McClellan, Anniston, Ala. "Harry," as he is known to the boys in the office, entered the service of the Baltimore and Ohio in March, 1912, and served first as messenger, then as clerk. He enlisted in the 5th Maryland Infantry after the regiment returned from the border. It goes without saying that he is missed very much,



CORPORAL WILLIAM H. GORDON, JR.

Deeds, Not Words—Buy Liberty Bonds!

both at home and at the office. Harry's parents can very well be proud of their sons, as they have another who is serving in the Navy.

C. I. Lowe, formerly secretary to the superintendent freight car department, has enlisted in the Naval Reserves. He is stationed at Norfolk, Va.

J. R. Armstrong has resigned to accept a position as stenographer in the Ordnance Department, Washington.

On March 15 B. C. Tracey, of the staff of the general superintendent motive power, supervisor of electric welding, resigned to accept a position as welding engineer with the General Electric Company, with headquarters at Schenectady, N. Y.

Mr. Tracey began his career with the Baltimore and Ohio Railroad as a messenger boy in 1902. From that time until 1912 he very creditably filled various clerical positions. Then feeling the need for some technical railroad experience, he accepted a position as piecework inspector at Mt. Clare shop for a short period, after which he identified himself with electric welding. After seven months as electric welder he demonstrated his ability so well that he was appointed successively head electric welder, special electric welder and then supervisor of electric welding for the Baltimore and Ohio System, which position he filled from July, 1915, until he resigned to take service with the General Electric Company.

In his new work he takes with him our best wishes for continued success, happiness and prosperity.

General Master Mechanic, Maryland District

Below is photograph of Frank J. Mueller, former secretary to general master mechanic A. K. Galloway. Mr. Mueller recently enlisted in the United States Navy as yeoman.



FRANK J. MUELLER

Mr. Mueller entered the service on August 11, 1911, as stenographer in general offices and was promoted to secretary to general master mechanic on August 11, 1917.

"Dutch," as he was familiarly called, won the esteem of all employes by his ever ready wit and good nature. While the boys at Camden wish him success, they are sorry that he was forced to sever his connections with the Company. At present, he is stationed at Hampton Roads, Va., and writes that he is quite satisfied with the change.

New York Terminal

Correspondent, T. A. KAVANAGH, *Freight Agent*, West 26th Street, N. R.

Divisional Safety Committee

W. B. BIGGS.....Chairman, Assistant Terminal Agent
A. L. MICHELSON.....Terminal Cashier
C. E. FLOOM.....Terminal Claim Agent
J. J. BAYER.....Freight Agent, Pier 22, N. R.
J. T. GORMAN.....Freight Agent, Pier 21, E. R.
T. KAVANAGH.....Freight Agent, 26th Street, N. R.
T. F. GORMAN.....Freight Agent, Pier 7, N. R.
M. F. STEINBERGER....Freight Agent, St. George Lighterage
J. E. DAVIS.....Freight Agent, St. George Transfer
E. J. KEHOE.....Freight Agent, Pier 4, Wallabout

MARINE DEPARTMENT MEMBERS

E. A. ENGLISH.....Marine Supervisor, Chairman
C. H. KEARNEY..Assistant Marine Supervisor, Vice-Chairman

Staten Island Rapid Transit Railway Company

Correspondent, S. A. TURVEY, *Trainmaster's Clerk*, St. George.

Divisional Safety Committee

H. R. HANLIN.....Chairman, Superintendent
B. F. KELLY.....Vice-Chairman, Trainmaster
S. A. TURVEY.....Secretary, Trainmaster's Clerk
H. W. ORDEMAN.....Division Engineer
W. A. DEEMS.....Master Mechanic
W. L. DRYDEN.....Signal Supervisor
R. F. FARLOW.....Master Carpenter
DR. F. DE REVERE.....Medical Examiner
A. J. CONLEY.....Road Foreman of Engines
J. D. GIBB.....Trainmaster
J. F. MCGOWAN.....Division Operator
E. R. DECHER.....Division Agent
W. J. KENNEY.....Attorney
C. A. WILSON.....Supervisor Crossing Watchmen

ROTATING MEMBERS

W. NEIDERHAUSER.....Towerman, Tower B
J. B. GEROW.....Freight Conductor
GUY FETZER.....Painter
W. SMITH.....Locomotive Engineer
J. NAPLES.....Locomotive Fireman
W. A. MARSHALL.....Clerk to Agent, Tompkinsville
G. J. GOOLIC.....Inspector

Edward Whalen, foreman pipe fitter at Clifton shops, died on March 5 at his residence, Stapleton, S. I., after a short illness of pneumonia. He had been in the employ of the Staten Island Rapid Transit Railway Company thirty-one years—the oldest man in length of service in Clifton shops. He is survived by his wife, one daughter, Miss Anna Whalen, station agent at Stapleton, and two sons, Edward and William, both in the employ of this Company as freight conductors.

Anton Gabriel, machinist helper, has returned after a visit to Central America, aboard one



CREW OF TUG "GEORGE M. SHRIVER"

of the United Fruit Line steamers. The spirit of traveling often overcomes "Tony" and this time he preferred a trip on the "briny sea," rather than a day coach.

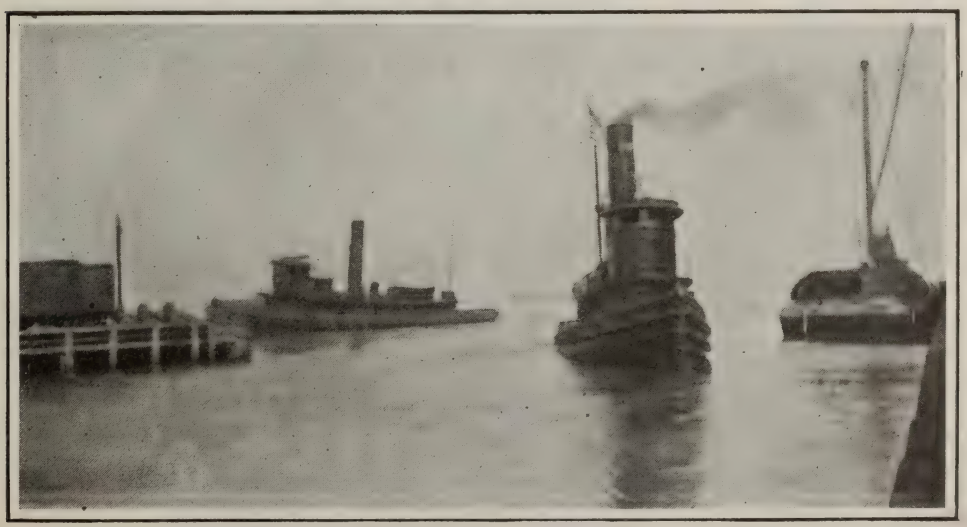
Above is a photograph of the crew of the "George M. Shriver," who rescued the crew of the tug "Shamrock," which went down in a gale on New York Bay, February 26. An account of the rescue appeared in the March issue of the MAGAZINE.

Below is a picture of the tug boat "Narragansett" on its trial trip (tug boat "H. L. Bond," to the left) about to enter Float Bridge No. 1. The tug boat "Narragansett" was rebuilt at Shewan's Dry Dock. This boat is of a wooden frame and was built in 1873 at a cost of $12,000. Gross tonnage 125, net 85 tons. Length 98′ 3″, Steeple compound engines, 20″-40″-30″. Horse power, 400. Steam pressure 95 pounds. It has been equipped with ash blowers, electric lights and steam steering gear. The pilot house has been built up high so as to give the captain an opportunity to look over lighters, floats, etc. C. H. Kearney, assistant marine supervisor, was given the honor of piloting the boat around the harbor on its trial trip, which started at St. George at 12.45 p. m., Saturday, March 16, thence up the North River as far as Pier 90, thence back to St. George. Those on the boat on its trial trip were E. A. English, marine supervisor; W. E. Cornell, lighterage supervisor; Harry Lawrence, mechanical engineer; J. V. Costello, secretary to marine supervisor; James Murray, inspector of marine repair yards; N. Johnson, general foreman of marine repairs; Charles Betz and "Fred" Wilke, shop engineers, and Wilbur Letts, engineer of tug boat "A. C. Rose." The crew consisted of C. H. Kearney, assistant marine supervisor, captain; William Munch, engineer; William Beyer, mate, and J. Chamblayne, fireman.

William Lynch, clerk in the car accountant's office, has resigned to accept a position with the Standard Ship Building Company. F. A. Zurmuhlen has been promoted to fill the vacancy created by Mr. Lynch's resignation.

Harry Flood, second trick marine dispatcher, has returned from a short visit to Delmar, N. J.

Miss E. Gaynor, stenographer in the superintendent's office, has recovered from an attack of the "German" measles. A Zeppelin must have dropped the germ near her house



TUG "NARRAGANSETT"

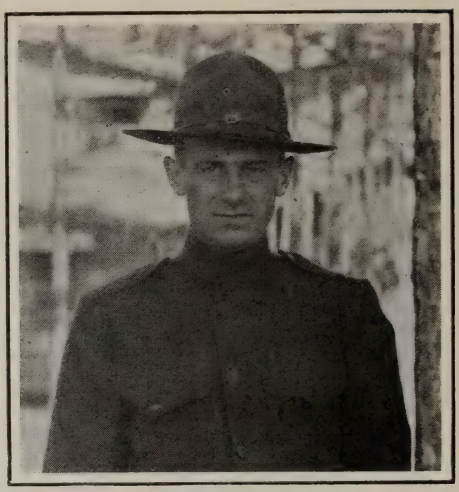
William H. Dolan, locomotive fireman and extra engineer, has enlisted in the Naval Reserves. He is now detailed with the engineers' force at Pelham Bay Naval Station.

Charles D. Wilder, formerly foreman at the coal pocket, St. George, has resigned his position to accept that of master mechanic of the Brooklyn Eastern District Terminal Company, Brooklyn. Good luck, "Charlie." D. Ford, locomotive engineer, has been promoted to fill the vacancy created by Mr. Wilder's resignation.

James H. Murray, inspector in the Marine Department, stole a march on the boys a short time ago. He was quietly married to Miss Mary Burroughs, of New Brighton. Their honeymoon trip included a visit to the Pacific Coast.

On the morning of March 9, the Lehigh & Wilkes-Barre coal trestle at Port Johnson caught fire and was in danger of being consumed by flames. The Baltimore and Ohio tug boat dispatcher was asked for assistance at 12.30 p. m. Two of our tug boats, the George L. Potter and George M. Shriver, arrived at the scene half an hour later—quick work! Our two tugs played an important part in putting the blaze out. They went right into the spots where the blaze was thickest. The fire was gotten under control at 5.00 p. m., when our boats left. This coal pier is one of the most important coal piers around the harbor—most all the hard coal burned in New York comes by way of this pier.

Accompanying is a picture of P. J. Finn (third man from left, standing), tunnel foreman, and his gang. These men have been working on our tunnel at St. George during the past winter.



E. W. WEISSER

Above is a picture of E. W. Weisser, who, until he enlisted in the Ordnance Department as yardmaster, was one of our freight conductors. He is now assigned to the Twentieth Provision Company, Camp Jackson, Columbia, S. C.

At bottom of next page is a picture of a Pier 6 group. From left to right—J. Blake, maintenance of way clerk; Miss M. Gordon, stenographer, Lighterage Department; G. J. Goolic, chief clerk, Maintenance of Way Department; Miss E. K. Runnow, demurrage clerk, Lighterage Department, and C. H. Kearney, assistant marine supervisor.

R. E. Decker, trainman, has been furloughed for military duty. "Robbie" has enlisted in the United States Navy as a yeoman.



P. J. FINN AND TUNNEL GANG

Philadelphia Division

Correspondents

J. C. Richardson, *Chief Clerk.*
J. C. Anderson, *Shop Clerk.*

Divisional Safety Committee

R. B. White.....Chairman, Superintendent
C. E. Owen.....Vice-Chairman, Trainmaster
T. Bloecher.....Division Engineer
J. P. Hines.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
H. K. Hartman.....Chief Train Dispatcher
T. B. Franklin.....Terminal Agent
J. N. Godman.....Captain of Police
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
E. G. Owens.....Road Engineer
W. E. Burns.....Road Fireman
H. F. Lane.....Road Conductor
J. F. Cooney.....Yard Conductor
Wm. Tisdale.....Machine Shop Foreman
R. F. Minnick.....Car Builder
Felice Cori.....Section Foreman
W. M. Devlin.....Secretary

J. K. Knox, for a number of years station-master at Philadelphia, after a sickness of several years, died March 1.

W. McCommins, passenger brakeman, Philadelphia Division, died March 2, after an illness of several months.

E. F. Kenna, clerk in superintendent's office, has been promoted to chief clerk to trainmaster, vice J. R. Mulligan, who has enlisted in the army.

W. J. Wilde, clerk in division accountant's office, has been appointed clerk in superintendent's office, vice E. F. Kenna.

Baltimore Division

Correspondent, J. B. Moriarity, *Superintendent's Office,* Camden Station

Divisional Safety Committee

C. B. Gorsuch.....Chairman, Superintendent
J. P. Kavanagh....Vice-Chairman, Assistant Superintendent

Y. M. C. A. Department

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Brunswick
C. H. Winslow.....Secretary, Washington



A PIER 6 GROUP—STATEN ISLAND

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Baltimore
Dr. J. A. Robb.....Medical Examiner, Washington
Dr. J. F. Ward.....Medical Examiner, Winchester
R. B. Banks.....Divisional Claim Agent, Baltimore
J. M. Powell.....Captain of Police, Camden Station

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick, Md.
C. A. Mewshaw.....Trainmaster, Camden Station
E. E. Hurlock.....Division Operator, Camden Station
E. C. Shipley.....Road Foreman of Engines, Riverside
J. J. McCabe..Trainmaster and Road Foreman, Harrisonburg
W. T. Moore.....Freight Agent, Locust Point
D. M. Fisher.....Freight Agent, Washington
W. E. Shannon.....Freight Agent, Brunswick
W. E. Neilson.....Freight Agent, Camden Station
J. L. Hawes.....Freight Conductor, Riverside
W. T. Edgar.....Yard Conductor, Camden Yard
C. W. McDaniels.....Passenger Fireman, Riverside
J. W. Cavey.....Passenger Engineman, Riverside

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden Station
S. C. Tanner.....Master Carpenter, Camden Station
C. A. Thompson.....Signal Supervisor, Camden Station
J. Flanagan.....General Foreman, Locust Point
C. W. Selby.....Supervisor, Gaithersburg
S. J. Lichliter.....Supervisor, Staunton, Va.
W. O. Runkles.....Section Foreman, Brunswick
C. Ritter.....Signal Repairman, Mt. Royal Station
R. W. Mitchell.....Carpenter Foreman, Baltimore

Motive Power Department

T. F. Perkinson.....Master Mechanic, Riverside
G. B. Williamson.....General Car Foreman, Riverside
T. O'Leary.....Car Foreman, Washington
C. W. C. Smith.....Machinist, Brunswick
C. B. Bosien.....Machinist Apprentice, Riverside
J. W. Peyton.....Leading Car Inspector, Brunswick
G. N. Hammond.....Material Distributer, Locust Point

Washington Terminal

Correspondent, G. H. Winslow, *Secretary Y. M. C. A.*

Divisional Safety Committee

G. H. Winslow.....Chairman, Secretary, Y. M. C. A.
Dr. James B. Grier..Medical Examiner, Sanitary Inspector

Motive Power Department

W. M. Grant.....Boiler Foreman
H. A. Bright.....Gang Leader
C. J. Ayers.....Gang Leader
A. F. Kreglow.....Storekeeper
T. E. Croson.....Yard Engine Dispatcher
N. Tippet.....Foreman, Car Shop
H. A. Barefield.....Assistant Foreman
A. A. Pace.....Foreman, Station
J. J. Desmond.....Gang Leader
G. Valentine.....Yard Engine Dispatcher
B. Howard.....Assistant Foreman
R. Heindrich.....Foreman, Station

Transportation Department

P. H. Deleplane.....Train Directo
L. T. Keane.....Conducto
E. M. Farmer.....Conductor

Maintenance of Way Department

W. M. Cardwell.....Master Carpenter
F. W. Hodges.....Foreman, Carpenter Shop
H. L. Bell.....Foreman, Carpenter Shop
A. M. Brady.....Track Foreman
J. T. Umbaugh.....Track Foreman
P. C. Richmond.....Signal Maintainer

Many of the railroad men are purchasing War Savings Stamps, as well as Liberty Bonds. Stamps are sold at the Y. M. C. A. rooms, making it convenient for men to buy in any quantity desired, day or night. Why should railroad men buy them? Because we are at war. We must have dollars as well as men in the fight for freedom. Every stamp helps

save a life. Every stamp will help to end the war. Buying them helps form the habit of saving. Railroad men, if you have not purchased all you possibly can, get into the game and help the railroad men who have gone to protect our interests.

New war service books added to the library recently are: "Learning to Fly," Fales, a manual of aviation practices; "Military Preparedness and the Engineer," Robinson, a book for the civilian engineer; "The Engineer in War," Bond, having special reference to the training of the engineer to meet the military obligations of citizenship; "Military and Naval Recognition Book," Bunkley, a handbook on the organization, insignia of rank and customs of the service of the world's important armies and navies; "The Submarine Torpedo Boat," Hoar, a book of interest to the general reader and also of value to the technical man; "The Attack in Trench Warfare," Laffargue, written by a military man dealing with the general and detailed aspects of trench warfare; "Operation and Tactical Use of the Lewis Automatic Machine Rifle," Lewis, based on the experience of the European war.

The Electricians are leading in the bowling league with Baggage Room in second place. The continuous rush of work has interfered somewhat with the regular schedule, but there is considerable enthusiasm among the bowlers and a whirlwind finish is expected.

The director of the orchestra will be glad to enroll new members at any time. If you know of any railroad man that plays an instrument, leave his name at the office and it will be handed to Mr. Guest. This is a good opportunity for musicians to get together and not only pass the evening profitably, but also give enjoyment to many other railroad men.

February was the record month for this association in the number of beds used. The daily average was 194 sleeping here. Owing to the number of trains needed to accommodate the extra heavy travel a number of crews formerly running out of other terminals have been transferred to Washington.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

Our station fire department recently had another opportunity to demonstrate its efficiency.

On March 9, about 10.00 a. m., the cry of "fire" was raised, and immediately everyone was on the alert. A rush was made for our record room, where it was found that a box containing old records was in flames. In the meantime agent D. M. Fisher turned in an alarm for our own brigade and followed it up by summoning the city fire department. As soon as the trouble was located, H. G. Howard, one of our office clerks, seized a chemical extinguisher and by quick action soon had the fire out. Credit is due Mr. Howard for his promptness, as the box that was burning was close to a pile of old records. When the city department arrived all they had to do was to ask a few questions and go back to their houses.

We are always glad to hear any news regarding our Baltimore and Ohio boys who are at the front, or are ready to go. It was pleasing to read a letter from our one-time stenographer, Theodore W. English. The letter was to his mother from "somewhere in France." He stated that he had received an appointment as stenographer in the office of the chief quartermaster, advance section, lines of communication. This is the third one of our boys wearing khaki who has been given a clerical position. All are making good. Corporal W. L. Santman is in an office at Camp McClellan, Anniston, Ala., and Private Thomas J. Collins is also "somewhere in France" doing office work. This speaks well for the training that Baltimore and Ohio boys receive.

We have had some changes in our office force lately. Miss Clara Porton, who has been chief clerk's stenographer for about a year, was promoted to waybill and abstract clerk—a well-deserved promotion. She is succeeded as stenographer by Miss R. Goldstein. Miss Della Porton, a sister of Miss Clara, has entered the Company's service as freight bill clerk. Miss Goldstein and Miss Della are new-comers and we extend them a hearty welcome to the Baltimore and Ohio family.

Charles E. Warfield, who recently left us to enter on another line of business, has "repented of the error of his ways" and has returned to the fold. We are very glad to see "Charlie" with us again, as he is one of the oldest of our office employes.

We would indeed be fortunate if we could pass by one month without having some sickness to report. Yard clerk Thomas P. De Vaughan recently underwent an operation for appendicitis. It is pleasing to know that at the last report he was getting along nicely and hopes to be with us again before long. We shall all be glad to see him back.

Our O. S. and D. clerk, John H. Huhn, has become afflicted with the "real estate mania" that is at present prevalent among a great many Washingtonians. He has purchased a nice home at College, Md.

He has a fine lot and is using the extra hour that we enjoy in the evenings by cultivating his garden and expects to raise enough produce to keep his family during the entire year.

He Buys Twice Who Buys Quickly—Liberty Bonds!

Mount Clare Shops

Correspondent, V. F. Riley

Divisional Safety Committee

L. Finegan.....Chairman, Superintendent of Shops
E. P. Poole.....Vice-Chairman, Asst. Supt. of Shops
V. F. Riley.....Secretary, Secretary to Supt. of Shops
J. Howe.....General Foreman
H. A. Beaumont.....General Car Foreman
G. H. Kapinos.....Supervisor of Shop Machinery and Tools
Dr. F. H. Diggs.....Assistant Medical Examiner
P. F. Wagner.....Shop Hand, Erecting Shop
H. T. Stickell.....Boilermaker, Boiler Shop
G. F. Klein.....Piece Work Inspector, No. 1 Machine Shop
E. B. Bunting.....Machinist, No. 2 Machine Shop
W. H. Robinson.....Pipe Fitter, Pipe and Tin Shop
G. M. Kiser.....Moulder, Foundries and Re Rolling Mill
J. T. Giles.....Blacksmith, Blacksmith Shop
G. Schmale.....Machine Operator, Bolt and Forge Shop
W. P. May.....Machinist, Air Brake Shop
C. Kessler.....Patternmaker, Pattern Shop
A. G. Mercer.....Machinist, No. 3 Machine Shop and Steel Car Plant
T. U. Dover....Shop Hand, Tender and Tender Paint Shop
H. Alker.....Shop Hand, Axle Shop and Power Plant
J. E. Leary.....Gang Foreman, Freight Car Track
J. Jankiewicz.....Car Builder, Passenger Car Erecting Shop
W. F. Zoellers...Upholsterer, Passenger Car Plant, Finishing and Upholstering Shops
J. J. Pitsinger.....Mill Machine Hand, Saw Mill and Cabinet Shops
W. Banahan.....Foreman, Stores Department

Below is photograph of Private William J. Jubb, formerly clerk with H. T. Beck, accountant at Mt. Clare. He was in the employment of the Company little over one year and he enlisted in the Third Company Coast Artillery. He was one of the selected men who went to Mineola, L. I., as a member of the 117th Trench Mortar Battery, now on the firing line "over there." He is twenty years old and a brother of Raymond Jubb, a clerk in the office of auditor of subsidiary lines.



WILLIAM J. JUBB



W. LEO STRIDER

Above is photograph of W. Leo Strider, who entered the services of the Car Department in the office of general foreman at Mount Clare on October 7, 1916, as an inspector and destinating clerk, and who was furloughed from the service on July 7, 1917, having enlisted in the 113th Ambulance Company, 104th Sanitary Train, 29th Division, now located at Camp McClellan, Anniston, Alabama.

He is the son of Captain W. I. Strider, a passenger conductor, who has been in the service of the Company for a long period.

Mr. Strider recently visited Mount Clare. He is very much enthused with his work. The photograph shows a great improvement has been made in his physical appearance since he left our service, as he has gained about forty pounds.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
Thomas R. Rees, *Secretary to Superintendent*
W. C. Montignani, *Secretary, Y. M. C. A.*
Laura E. Lingamfelter, *Stenographer, Maintenance of Way Department*

Division Artist

Mable R. Crawford, *Tonnage Clerk, Division Accountant's Office*

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
H. W. Grenoble...Vice-Chairman, Assistant Superintendent
T. R. Rees.....Secretary
E. P. Welshonce.....Trainmaster, West End
E. C. Groves.....Trainmaster, East End
L. J. Wilmoth.....Road Foreman, East End
M. A. Carney.....Road Foreman, West End
F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
Dr. J. A. Dorner.....Medical Examiner
Dr. J. H. Mayer.....Medical Examiner
G. R. Bramble.....Freight Agent
W. D. Strouse.....Joint Agent
L. O. Miller.....Car Foreman, East End
R. A. Tull.....Car Foreman, West End
F. L. Leyh.....Storekeeper

E. A. Workman.....Storekeeper
Robert Childers.....Division Claim Agent
J. Z. Terrell.....Freight and Ticket Agent
I. S. Sponseller.....General Supervisor
H. D. Schmidt.....Capain of Police
F. A. Tatlor.....Master Carpenter
W. L. Stevens.....Shop Clerk
W. C. Montignani..Secretary, Balto. and Ohio Y. M. C. A.
M. E. Mullin...Assistant Master Mechanic, Keyser, W. Va.

Rotating Members

J. C. Hauser.....Conductor
F. Haddix.....Engineer
H. H. Grimm.....Fireman
J. D. Defibaugh.....Machinist
C. W. Robinson.....Car Inspector
F. B. Rathke.....Yard Brakeman

Baltimore and Ohio Athletic Association of Cumberland, Md.

President

Griffin A. McGinn.....Chief Clerk to Superintendent

Vice-Presidents

F. F. Hanley.....Division Engineer
F. P. Pfahler.....Master Mechanic
E. C. Drawbaugh.....Division Operator
H. D. Schmidt.....Captain of Police
A. J. Kelly.....General Yardmaster

Treasurer

G. R. Bramble.....Freight Agent

Secretary

T. R. Rees.....Secretary to Superintendent

Samuel Bowen, patrolman stationed at Keyser, has resigned and accepted a position with the government at the new alcohol experimental station at Luke, Md. Bowen served several years in the army and was at Vera Cruz. He has a physical disability discharge from the army.

The Keyser passenger station has been painted inside and is very attractive.

James C. Liller has been appointed temporary trainmaster at Keyser to fill the place of E. P. Welshonce, who is off because of illness.

Martinsburg Shops

Correspondent, W. L. Stephens

Born to Mr. and Mrs. G. R. Turner a son. Mr. Turner is a drill pressman in the frog shop.

Born to supervisor and Mrs. A. Tedrick, a daughter.

Martin L. Brown, carpenter at the shop, has been placed on the pension list after a service of thirty-seven years. Mr. Brown entered the employ of the Baltimore and Ohio in the spring of 1880 and now is enjoying a long-earned rest. May he live many years to enjoy the fruits of his long years of service.

Mrs. Lottie Farrin, of the freight station clerical force, who has been ill, is back at her post again. Her fellow clerks and friends are delighted.

J. C. Tonry, for a number of years Baltimore and Ohio agent at Martinsburg, has been promoted to assistant trainmaster. Mr. Tonry receives a well-earned promotion.

Henry Homer, for a number of years a clerk in the local freight office, has succeeded Mr. Tonry. Mr. Homer comes on the job fully qualified by a splendid apprenticeship under his former chief.

The bowling team of the shop here has been making a terrific racket during the season. They won't tell you how many games they lost, but occasionally some "scrub" team of the local "Y" gives them such a terrible lacing that Perry, Meadins, Didd, Hosier, Russh and Co. just can't help howling about it—and then we find out just how good bowlers they are not. Look out you fellows over the System or you will be getting a challenge.

James H. C. Dailey, our fellow employe who has been on the sick list for several years, continues to hold his own in his long and gallant fight for health. With the advent of spring and summer may he continue to improve until he finally reaches the goal he seeks.

Brakeman Bernard L. Brown, of one of the local yard crews, was fatally injured in the yards here on March 9, shortly after six p. m. Mr. Brown had been in the employ of the Baltimore and Ohio for a number of years and had a good record. He was twenty-five years of age and well liked by all his fellows. He was president of the local lodge of the B. of R. T. and a member of Lodge No. 50, I. O. O. F. A widow, one son and one daughter survive. The funeral services were held Tuesday afternoon, March 12, from St. John's Lutheran Church. Burial was in Norbourn Cemetery.

The heartfelt sympathy of his fellow shopmen goes out to machinist R. H. Meadows in the loss of his mother, who died at her home in this city on March 17 after a long illness. The husband, George Meadows, is a retired Baltimore and Ohio engineer, having spent many years on the Cumberland Division. Mrs. Meadows was sixty-nine years of age and had spent the greater part of her life as a resident of this city. The funeral services were held March 20 at St. Joseph's Catholic Church, of which congregation she had been a lifelong member. The Rev. W. A. McKeefry conducted the services.

George R. Kindle, a retired Baltimore and Ohio engineer, dropped dead on March 21. He had been planting in his garden and arose from a stooping posture to remark to a neighbor



TRACK NEAR DEER PARK



LIEUTENANT A. NORVAL PETERS

'that it made him short of breath to stoop." He toppled over and by the time friends got to his side he was dead. Mr. Kindle was born seventy-four years ago at Orleans Cross Roads and had served fifty-three years as an employe of the Baltimore and Ohio. Several years ago he was placed on the pension list and since then has been living quietly at his home here. Being in railroad service for a period of over a half century he could relate many interesting happenings and give a splendid account of the advancement made during his years of long apprenticeship. A widow, one daughter and five sons survive. He was a member of the B. of L. E. and a member of the Baltimore and Ohio Veterans' Association. The funeral services were held on March 24 and were attended by a large number of railroad men. The remains were laid to rest in Green Hill Cemetery.

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton
C. F. Schroder, *Operator*, Grafton
J. Lynch, *Car Inspector*, Fairmont

Divisional Safety Committee

J. W. Deneen.....Chairman, Superintendent, Grafton
J. McClung.....Trainmaster, Grafton
J. A. Anderson.....Master Mechanic, Grafton
C. E. Dotson.....Road Foreman, Grafton
G. F. Eberly.....Division Engineer, Grafton
H. L. Miller.....Car Foreman, Grafton
J. O. Martin.....Division Claim Agent, Clarksburg
Dr. C. A. Sinsel.....Medical Examiner, Grafton
Dr. E. A. Fleetwood.....Medical Examiner, Clarksburg
Dr. L. D. Noriss.....Medical Examiner, Fairmont
P. B. Phinney.....Agent, Grafton
J. D. Anthony.....Agent, Fairmont
S. H. Wells.....Agent, Clarksburg
R. L. Schill.....Agent, Weston
E. J. Hoover.....Agent, Buckhannon
W. E. Clayton.....Assistant Chief Clerk to Superintendent

The photograph at left is that of Lieutenant A. Norval Peters, one of the worthy patriotic young men who rallied to the flag and is now in France. Mr. Peters was first employed as operator for the Baltimore and Ohio in August, 1916, and was promoted to train dispatcher in November, 1911. His attentiveness to business resulted in his promotion to night chief dispatcher in November, 1916. On December 23, 1917, he was furloughed for government service, having received a commission as second lieutenant in a railway battalion and sailed for France about the early part of this year.

Lieutenant Peters has left a host of friends in the good old United States of America who will watch with keen interest his success in the military line.

The division accounting office at Grafton is displaying a very pretty service flag presented by the following young ladies of that force: Misses C. A. Trimble, Lee Murphy, Ruth Love, Kathleen Joyce, Onda Schafer and Ida Dilworth. This flag represents the six young men who have gone forth to assist in defending our country, namely, Joseph H. Newham, Field Artillery, Fort Sill, Oklahoma; M. J. Eisert, Field Artillery, Camp Lee, Virginia; C. A. Sinsel, Jr., Aviation Corps, "somewhere in France," Joseph Snively and Karl Nuzum, Railway Engineers, Columbus Barracks, Ohio.

Below is photograph of F. A. Haddix, car inspector at Fairmont. "Fred" has answered the call of his country and is at Camp Lee, Petersburg, Va. He is the son of Mr and Mrs. Floyd



F. A. HADDIX

Haddix, of First Ward. If "Fred" makes as good a fighter as he was car inspector, he will give a good account of himself when he gets "over there."

Archie McCoy is another of Monongah Division's patriotic young men. He enlisted in the Signal Corps in September, 1917, and is now in training at Camp Sherman, Chillicothe, Ohio.

Mr. McCoy first entered the service of the Baltimore and Ohio as operator in June, 1909; was promoted to relief agent on February 1, 1910, and on April 7, 1916, was promoted to agent-operator, on the G. & B. District. All join in wishing him success in his military career.

The shop men at Grafton, W. Va., on March 28, heard one of the most stirring patriotic appeals to them for increased efforts to shove the work of turning out repaired motive power in the local shops made since the war began for this country when George W. Sturmer, of Baltimore, addressed the men at the old roundhouse between 12.30 and 1.10 o'clock. He pointed out how much depends upon every American working man to do his utmost to help keep the transportation lines moving at their utmost capacity and thus keep necessary freight and supplies for the armies moving between factories and shipping points constantly. His talk was most convincing and won approval at many points. Mr. Sturmer urged the men, on account of the lessened labor supply by reason of so many of the young men of the country being taken into the military and naval service, to strain every point to put in every hour possible at the work on repairs of motive power in order that this railroad may perform its maximum of service in serving the government and the nation.

One of the most disastrous floods that ever visited the West Virginia and Pittsburgh District came on March 13. All mountain streams overflowed their banks and before the people had time to get their belongings they had to flee for their lives.

With the cooperation of our men we opened the Gauley line at 8:30 p. m., March 16. Pickens line opened the same evening with trains running as usual. Several of the lumber companies' logging railroads met with heavy losses. The Pardee & Curtin Company at Curtin, W. Va., was one of the heaviest losers.

The Cherry River Boom & Lumber Company came to our assistance at Richwood with men to build the lines from that end. It is understood that the Gauley River never was known to be so high since 1861. No lives reported lost at any point.

On February 26, while extra west 570 and 1209 was coming down Salt Lick Valley near Heater, W. Va., Bridge 58-B was partly washed out. Engine 1209 and five cars went down in the creek. Engineer W. D. Moore, on engine 570, was killed, and engineer M. T. Hall injured.

The repair forces at the Grafton Shops are doing their "bit" to help win the war by getting into service with classified repairs all the locomotives that it is possible to turn out of the shops. They were asked to get a stated number out of the shops during the month of February. When a summary of the month's output was made it was found that they had done better than the request, having turned out fifteen engines from the Grafton shops,



THE MARCH FLOOD AT RICHWOOD, W. VA.



HIGH WATER AT RICHWOOD, W. VA.

with one at Weston and one at Fairmont. The Monongah Division has just cause to be proud of this corps of loyal employes.

Miss Catherine Burns, one of the popular young ladies employed as assistant file clerk at Grafton, stole a march on her many friends and journeyed on March 17 to Oakland, Md., where she was married to Harry Lambrecht. They immediately left for Cincinnati, Ohio, and other western cities. The many friends of Mr. and Mrs. Lambrecht join in hearty congratulations.

Wheeling Division

Correspondent
C. F. MILLER, *Office of Superintendent*

Divisional Safety Committee

E. V. SMITH.....Superintendent
E. C. WIGHT.....Division Engineer
F. C. SCHORNDORFER.....Master Mechanic
C. MALONE.....Trainmaster
M. J. WALSH.....Road Foreman of Engines
M. E. CARTWRIGHT.....Terminal Trainmaster
J. A. FLEMING.....Agent, Wheeling, W. Va.
DR. J. E. HURLEY.....Medical Examiner
M. C. SMITH.....Claim Agent
F. M. GARBER.....Car Foreman
DR. D. L. NORRIS.....Medical Examiner
H. H. TEDERICK.....Track Supervisor
H. K. REID.....Engineer
G. E. GATEWOOD.....Conductor
L. O. SWANN.....Fireman
H. PARKER.....Machinist Helper
L. C. NICHOLS.....Brakeman
A. J. SONNEFELD.....Secretary

A. V. Coxon, C. T. time clerk, is receiving congratulations as a result of his marriage. His many friends on the Wheeling Division extend best wishes for a long and happy life.

Frank O'Neill, better known as "Patsy," has joined the colors. Frank is now at Camp Grant, Oxford, Ill. He was employed for the past five years in the general superintendent's office at Wheeling and his many friends will be sorry to hear of Frank leaving us. "Good Luck," and be sure to bring back the Kaiser as a souvenir.

James L. Crogan, formerly employed in the division accountant's office, is now employed in Mr. Gorsuch's office at Pittsburgh. His friends—yes, lady friends, too—are sorry to see him leave the Wheeling Division, but we wish him greatest success.

James R. Flynn, a former employe of the Baltimore and Ohio, is now a "Sammie." His many friends of the Wheeling Division wish him great success. Look out Kaiser Wilhelm, for "Jim" is on his way.

On Sunday evening, March 10, traveling car agent A. H. Crawford and relief agent J. H. Kellar, after performing a day's duty on the road returned to the office, and while discussing various matters, a question arose in regard to the gymnasium on the fourth floor of the Wheeling passenger station. Mr. Kellar suggested that the two go up in the gymnasium in order to satisfy themselves of the matter discussed. After arriving at the landing at top of stairs they heard what they thought

Bombard the Boche with Bonds!

to be the shuffling of feet. Mr. Kellar switched on the electric lights, while Mr. Crawford armed himself with Indian clubs. They saw two men standing behind one of the large pillars and walking up to them placed them under arrest.

They marched their prisoners to the third floor, where captain of police Johnson met them. Mr. Kellar will soon be a "Sammie." This was his first lesson in bravery.

Ohio River Division

S. S. Rousch, *Office of Superintendent*
Miss Helen Wright, *Office of Division Engineer*

Divisional Safety Committee

J. W. Root.....Superintendent
F. G. Moran.....Trainmaster
J. G. Kircher.....Road Foreman of Engines
O. J. Kelly.....Master Mechanic
L. E. Haislip.....Division Engineer
F. R. Davis.....Terminal Trainmaster
Dr. J. P. Lawlor.....Medical Examiner
E. Chapman.....Captain of Police
F. A. Carpenter.....Agent, Parkersburg
S. E. Eastburn.....Agent, Yardmaster, Huntington
H. F. Owens.....Secretary

Rotating Members

P. M. Roe.....Engineer
O. W. McCarty.....Fireman
H. Neal.....Conductor
M. F. Caldwell.....Brakeman
A. C. Smith.....Car Department
C. R. Taylor.....Locomotive Department
J. E. Rosier.....Stores Department

Cleveland Division

Correspondent, G. B. Gymer, *Secretary to Superintendent*, Cleveland

Divisional Safety Committee

H. B. Green.....Superintendent
G. B. Gymer.....Secretary
J. J. Powers.....Trainmaster
W. J. Head.....Trainmaster
A. R. Carver.....Division Engineer
G. R. Galloway.....Master Mechanic
P. C. Loux.....Road Foreman of Engines
G. H. Kaiser.....Road Foreman of Engines
A. J. Bell.....Terminal Agent
Dr. A. A. Church.....Medical Examiner
G. J. Maisch.....Claim Agent
M. E. Tuttle.....Division Operator

Rotating Members (to serve six months)

J. Hickman.....Relief Agent, Cleveland
F. E. Weeks.....Dispatcher, Cleveland
P. Esposito.....Section Foreman, Akron
T. Ridley.....Carpenter Foreman, Canton
D. Robinson.....Brakeman, Lorain
W. L. Cutter.....Engineer, Lorain
E. C. Haviland.....Engineer, Cleveland
N. Wilbois.....Conductor, Akron
J. F. Hert.....Conductor, Cleveland
J. J. Hurley.....Enginehouse Foreman, Cleveland
V. Lucas.....Steel Car Foreman, Lorain

C. D. Seeley, former supervisor of station service, has been appointed assistant terminal agent at Cleveland, O., vice A. R. Navorski.

J. R. Starry, electrician foreman, has been transferred from Chicago Division to Cleveland Division vice R. O'Ferrall, who takes Mr. Starry's place on the Chicago Division.

Announcements have been issued for the coming marriage of Miss Ethel Pratt, clerk in freight office at Akron, to Louis Bruce, local banker at Garrettsville, O. Congratulations.

A recent movie play, "For Her Country's Sake," by home talent in Akron, was starred by Miss Lillian Jones, of the freight house force. She registered a tremendous success and we feel that in the near future Mary Pickford's popularity and success will be endangered if Miss Jones continues in the silent players.

The Red Cross has an ardent worker in Miss Alice Appleton. She has knitted twelve sweaters for the boys at the front. Special care was taken with one sweater, as it was intended for one special "Sammy."

Akins Mull is making frequent trips to Mansfield. Why?

Newark Division

Correspondent, W. F. Sachs, *Chief Clerk*

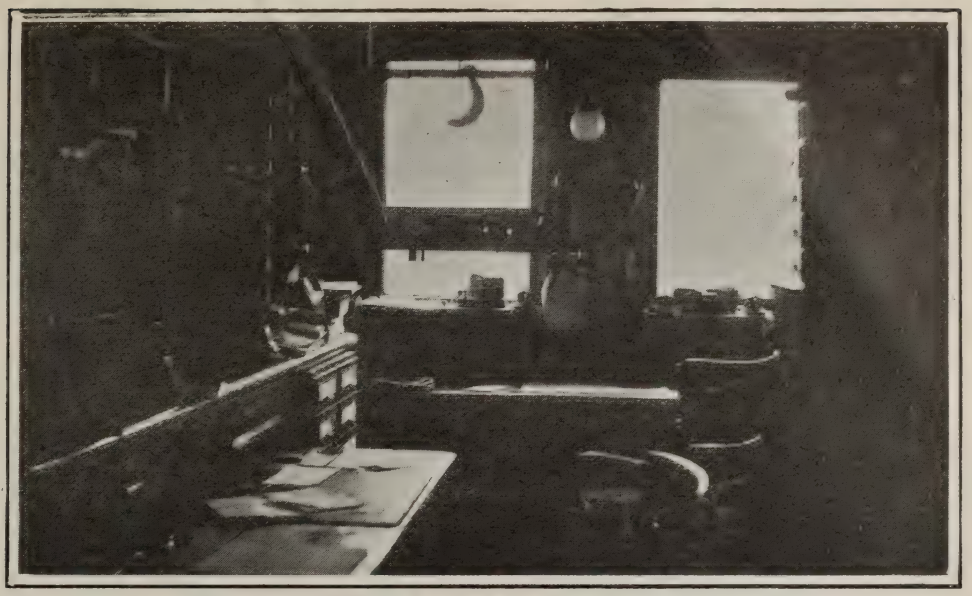
Divisional Safety Committee

D. F. Stevens.....Chairman, Superintendent, Newark
J. P. Dorsey.....Vice-Chairman, Trainmaster, Newark
C. R. Diemar.....Division Engineer, Newark
R. A. Vernon.....Road Foreman of Engines, Newark
W. D. Johnston.....Master Mechanic, Newark
A. R. Claytor.....Division Claim Agent, Newark
D. L. Host.....T. M. & C. T. D., Columbus
C. D. Miller.....Shopman, Newark
Dr. M. H. Koehler.....Medical Examiner, Newark
F. Backenstos.....Conductor, Newark
W. H. Rissler.....Fireman, Newark
L. C. Decker.....Engineer, Newark
O. A. Collins.....Car Repairer, Newark
F. Strear.....Blacksmith, Newark
D. E. Shock.....Yard Conductor, Newark

Below is a photograph of James McArtor, two-year old son of H. H. McArtor, clerk to chief train dispatcher at Newark. In addi-



JAMES McARTOR



TELEGRAPH OFFICE AT OUTVILLE, OHIO, BY MOONLIGHT

tion to doing his bit in the garden, James is the possessor of a Liberty Bond and War Savings Stamps.

C. A. Nunes has been appointed supervisor of Sub-division No. 4 with headquarters at Mansfield, Ohio. Mr. Nunes comes to the Newark Division from the Long Fork Railway, where he held the position of general track foreman.

T. P. Hannans, who has been section foreman on St. Clairsville Branch section for a number of years, has been promoted to foreman on main line Section No. 1 with headquarters at Neff, Ohio.

George Sayer, trackman on St. Clairsville Branch, has been appointed section foreman on Section No. 92, vice T. P. Hannans.

Wilbur Hannans, trackman, has been appointed to section foreman on Section No. 2 with headquarters at Neff, Ohio.

Above is a picture of telegraph office at Outville, Ohio. The photograph was taken on a moonlight night.

Connellsville Division

Correspondents

P. E. Weimer, *Office of Sup't*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

M. H. Broughton.....Chairman, Superintendent
C. M. Stone.....Trainmaster
T. E. Miller.....Master Mechanic
G. N. Cage.....Road Foreman of Engines
Dr. F. H. Weidemann.....Medical Examiner
H. B. Pigman.....Division Operator
A. P. Williams.....Division Engineer
H. D. Whip.....Relief Agent
G. M. Tipton.....Agent
C. A. Albright.....Agent
E. E. McDonald.....Agent
W. F. Herwick.....Conductor
W. J. Drydon.....Road Brakeman
O. E. Newcomer.....Fireman
W. H. Metzgar.....Supervisor
E. C. Lucas.....Car Foreman
A. L. Friel.....Shop Foreman
H. E. Cochran.....Secretary

On March 29 a patriotic meeting was held at the Connellsville shops, at which time an American and service flag were unfurled, the service flag being in honor of the members of the boiler shop who have joined the colors. The meeting was opened by master mechanic Stewart, who made an appropriate speech in which he cautioned the men to be always on the alert and ready to respond to their foreman's wishes, for in that way they were doing their bit for their country, and that without their cooperation nothing could be gained. He also made it plain to them that it was the duty of every American citizen to do his bit in his own way.

Next in line was our well known tender inspector, T. J. Brennan, who made known his views in a very forcible manner. M. A. Campbell next told in a very few words what should be done with the Kaiser. The meeting closed with L. S. Neal, our popular machinist, singing "The Star-Spangled Banner", and the unfurling of the service flag by Miss Thelma Camper, clerk in the master mechanic's office.

On March 21 there were three new records made on the Connellsville Division. There was a total of 4,000 cars moved on the division. One thousand and fifty cars were moved west

out of Cumberland with twenty-one trains. There were two thousand and fifty-six loaded cars moved on the division.

On March 14, a "Get Together" meeting of employes was held in the band room at Connellsville, which was presided over by superintendent Broughton. There was present general superintendent J. F. Keegan and general master mechanic E. J. Brennan.

The meeting opened at 8.30 p. m. and two selections were played by the Baltimore and Ohio Band, which were very much appreciated. Superintendent Broughton then addressed the meeting and expressed his appreciation for the attendance and spoke briefly about the band and the success the members were having in securing funds with which to purchase new uniforms.

Medical examiner F. H. Weidemann was then introduced and gave a talk on "Why Relief Vouchers are Slow in Coming." His talk was very interesting and covered the numerous delays experienced by the Relief Department and it will go a long way in giving the employes a better understanding of the manner in which Relief Department matters should be handled.

Foreman Nee was then introduced to explain how he made the record run of trains east from Connellsville on Sunday, March 3, and claimed that he did not have the time to prepare his paper and gave way to master mechanic T. R. Stewart, who told how it was done, and concluded by explaining that he had brought Mr. Brennan over from Cumberland to purchase the remaining unsold tickets for the breech loading shot gun, to be auctioned off for the benefit of the band.

Supervisor W. H. Metzgar was called upon for a talk on the subject, "Why would Supervisors and Track Foremen rather be called out at midnight than make repairs before an accident occurs." He read an interesting paper on the subject.

Yardmaster W. S. Trevitt and conductor E. C. Lowden were assigned subjects on which to prepare a paper, but they were not present.

General superintendent J. F. Keegan gave a very interesting and beneficial talk on "Present Day Conditions and Situation on the Railroad." General master mechanic E. J. Brennan then gave an interesting talk, after which there was an open meeting.

Superintendent Broughton concluded by calling particular attention to the importance of moving cars and the necessity for avoiding delay to cars loaded or empty.

The members of the band proceeded to dispose of the balance of the unsold tickets, which only required a few moments, then auctioned the gun. Mr. Brennan got it.

Pittsburgh Division

Correspondent, B. J. McQUADE, *Office of Superintendent*, Pittsburgh

Divisional Safety Committee

T. J. BRADY.....Chairman, Superintendent
T. W. BARRETT.....Vice-Chairman, Trainmaster
J. M. MUEHLBAUER.....Secretary
H. H. HARSH.....Division Engineer
M. C. THOMPSON.....Road Foreman of Engines
G. W. C. DAY.....Division Operator
R. B. STOUT.....Superintendent of Shops
A. J. WEISE.....General Car Foreman
F. BRYNE.....Claim Clerk
W. F. DENEKE.....Terminal Agent, Pittsburgh
DR. A. J. BOSSYNS.....Medical Examiner
G. S. DIETZ.....Brakeman

New Castle Division

Correspondents

J. A. LLOYD, *Chief Clerk to Superintendent*
C. S. MAYNARD, *Operator*, Chardon, Ohio
V. P. McLAUGHLIN, *Operator*, BD Tower, Akron Junction, Ohio

Divisional Safety Committee

C. W. VANHORN.....Chairman, Superintendent
C. P. ANGELL.....Vice-Chairman, Trainmaster
D. W. CRONIN.....Division Engineer
A. H. HODGES.....Master Mechanic
T. K. FAHERTY.....Road Foreman of Engines
JAMES AIKEN.....Agent, Youngstown, O.
DR. F. DORSEY.....Medical Examiner
C. G. OSBORNE.....Claim Agent
F. H. KNOX.....Agent, New Castle, Pa.
W. P. CAHILL.....Division Operator
W. DAMRON.....Terminal Trainmaster
A. T. HUMBERT.....Master Carpenter
J. J. FISHBURN.....Secretary

ROTATING MEMBERS

E. J. HUNT.....Road Conductor, New Castle Junction
G. C. ANDERSON.....Road Fireman, New Castle Junction
S. O. LEWIS.....Road Engineer, New Castle Junction
N. THATCHER.....Machinist, New Castle Junction
G. H. GLENN.....Yard Engineer, Haselton, O.
F. D. LANCASTER.....Yard Conductor, Painesville, O.
MISS E. R. BIGGERSTAFF.....Clerk, New Castle Junction
MISS PEARL D. CLARK..Chief Clerk to Agent, Youngstown, O.

"Dan" Cupid evidently made a call at the Youngstown freight house some time ago, as witness the results:

George Moody, who has charge of the Gantry crane, was married to Miss Margaret Watters, cash clerk, on March 28. They took a short honeymoon trip to Cincinnati.

Sergeant P. J. Mahoney, Company C, Camp Sherman, Ohio, and Miss Alice Fitch, stenographer to the agent, were married on March 25.

Agent Aiken gave the young couples his "paternal blessing." While we don't care to lose any more young lady clerks by marriage, we don't stretch the truth when we say that there is a mighty fine looking set left.

Every Dollar Subscribed to the Liberty Loan is a Dollar Invested in American Manhood—*General Pershing*

Like a bolt from a clear sky came the sad news of the sudden death of our former superintendent, Thomas E. Jamison, which occurred at his home at Garrett, Ind., March 9. Information had been received a day or two previous to his death of his successful examination for a commission as captain for overseas railway service, and his many friends on this division were particularly well pleased to learn of his success. The division was represented at the funeral by trainmaster C. P. Angell, division operator W. P. Cahill and chief clerk J. A. Lloyd. The sincere sympathy of the entire division force is extended to the bereaved family.

C. M. Marshall, who has been in the employ of the Baltimore and Ohio Railroad for twenty years as operator, has left service and entered into partnership with his brother at Atlantic City, N. J., in the automobile business. He has disposed of his property at Kent, Ohio, and his family will move in May. Success to you, Charles.

Operator Glidden, first TF Tower, recently visited his parents at Bridgeport, Ohio.

Operator H. D. Purdy, formerly at BI, has again entered the Baltimore and Ohio service and has been stationed near Baltimore, Md.

Unusual interest was centered in the bowling match game played on the Cox-Davis alleys, March 26, for the championship of the division offices. The contenders for the honors being the superintendent's office team and the division accountant's team. Three games were played and after a hard fought battle the superintendent's team came out victorious, having won two out of three games.

To say that the superintendent's forces are proud of their well-earned victory is putting it mildly. They are being congratulated for their excellent showing not only in the deciding games, but throughout the season, they showing up at all times like real champions. A turkey dinner was given at the Elks' Club at the expense of the losers.

Score of the games were as follows:

SUPERINTENDENT'S OFFICE

Jackson	81	97	116
Fishburn	102	111	105
Morrisey	99	105	123
Sisley	131	111	135
Total	413	424	479

DIVISION ACCOUNTANT'S OFFICE

McDowell	125	92	70
McCarthy	98	71	139
Schaffer	92	118	79
Travers	94	153	105
Total	409	434	393

Operator Pennel, at Ravenna, who underwent an operation, is reported as doing nicely and will be back on the job shortly.

A heavy wind storm which created havoc over certain portions of Ohio on March 8, was felt to a slight degree at Akron Junction, although by some freak of nature our wires escaped damage. Some thirty-seven poles bearing telephone and Western Union wires about 200 feet east of our wires were twisted and broken, but our line was not damaged.

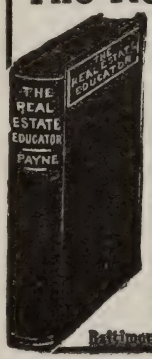
Born, March 13, to Mr. and Mrs. James K. Lamoree, a nine pound girl, who will bear the name of Jeane. Mrs Lamoree will be remembered as Miss Gertrude M. Raidy, who for years was stenographer in the superintendent's office, and whose father was trainmaster on the New Castle Division until his demise several years ago.

W. J. Albright, who for some time past has been motive power accountant on the New Castle Division, has enlisted in the telegraph unit, for which a special call was made by the

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Baltimore and Ohio Employes Magazine, Baltimore, Md.

government. Mr. Albright was a telegrapher at one time and is still able to turn the trick. He left New Castle on March 15 for San Antonio via St. Louis.

Now that the balmy breezes are beginning to blow, the ball players on the New Castle Division are getting the kinks out of their system and figuring on walloping the other divisions for the Thompson Cup during the coming ball season. Practice has started on the diamond at New Castle Junction and unless we get another blizzard before spring comes to stay, the gang will be in tune when the umpire yells "Play Ball!"

Chicago Division

Correspondent, O. V. Kincade

Divisional Safety Committee

J. H. Jackson.....Chairman, Superintendent, Garrett, Ind.
T. J. Rogers....Vice-President, Trainmaster, Garrett, Ind.
J. E. Fisher.....Trainmaster, Garrett, Ind.
John Tordella.....Division Engineer, Garrett, Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
F. N. Shultz.....Division Operator, Garrett, Ind.
W. F. Moran.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
W. E. Frazier.....Road Foreman of Engines, Garrett, Ind.
Dr. W. A. Funk.....Medical Examiner, Garrett, Ind.
Dr. C. W. Hedrick.....Medical Examiner, Willard, O.
J. D. Jack.....Claim Agent, Garrett, Ind.
J. F. Milburn.....Act. Sec'y, Y. M. C. A., Willard, O.
John Draper.....Agent, Chicago, Ill.
W. P. Allman.....Agent, Avilla, Ind.
H. C. Baretta.....Engineer
W. J. Wisenbaugh.....Fireman
C. B. Maxwell.....Conductor
A. C. Smith.....Brakeman
S. R. Yingling.....Machinist
W. G. Mehl.....Machinist
J. N. Davis.....Machinist
C. F. Wessel.....Car Inspector
H. J. Blake.....Air Brake Repairman
C. D. Bergstresser.....Yard Brakeman

Thomas E. F. Jamison, trainmaster on the west end of the Chicago Division, died at his home in Garrett, Indiana, at 7.30 a. m., March 9. Mr. Jamison apparently was in the very best of health, having been passed on by a number of physicians at Washington, D. C., a few days before his death, at which time he was commissioned captain for service in France.

Mr. Jamison began work for this Company as messenger at Washington, Pa., February 1, 1887, and gradually worked his way to the position of superintendent, which position he held at New Castle Junction for one year, then coming to the Chicago Division as trainmaster. Interment was made at Wheeling, W. Va.

P. G. Ervin, assistant chief clerk to superintendent Jackson, resigned on March 25 to accept service with the Magor Car Corporation at Passaic, New Jersey. Mr. Ervin has been in continuous service for over eleven years, starting with the Company as stenographer at Holloway, Ohio. O. V. Kincade, stenographer to chief clerk, has been appointed to the position made vacant by Mr. Ervin's resignation. We wish them both success in their new positions.

E. S. Rupp, motive power accountant, and Ernest Crowe, stenographer to division engineer, have been drafted for military service and will leave shortly for the training camp. We regret very much to see these young men leave the service and they have our best wishes. This makes a total of fourteen clerks who have either enlisted or have been drafted for service from this office.

R. M. Van Sant, formerly with the traffic department at Minneapolis, but who has been for the past two months employed as clerk in the superintendent's office at Garrett, has been transferred to Pittsburgh, Pa., as chief clerk to commercial freight agent. We are sorry to see "Van" leave, but wish him success in his new position.

C. L. Ervin, brakeman, has been drafted for military service and left March 28 for a training camp.

John Wright, clerk to agent at Garrett, who has been ill for the past few months, is again able to be on the job.

South Chicago

Correspondent, Mrs. Bertha A. Phelps,
Wheelage Clerk

J. E. Quigley, of Cincinnati, has been appointed general foreman of the shops here to succeed J. M. Shay, who was promoted to master mechanic at Cincinnati, O. Mr. Shay came here less than a year ago and during his stay has made many friends who regret to lose him. His patriotic work among the employes in the "Y" drive last fall deserves much praise. A hearty welcome is extended to Mr. Quigley and both men have our best wishes for success in their new positions.

Agent Clefford of Garrett, Ind., and Mrs. Clefford were Chicago visitors recently. We acknowledge a very pleasant call from Mrs. Clefford, who was formerly a clerk in our office.

D. L. Gibson, car foreman at Garrett, paid us a visit recently. Mr. Gibson was formerly assistant car foreman at this station.

Miss Ann Skilling made a quick trip to Washington a short time ago to bid good-bye and a safe return to a friend leaving for France. Owing to the congestion in the train coming home Miss Skilling had the pleasure of sharing her compartment with "Ma" Sunday.

Edward Carey has been employed as clerk in general foreman's office.

We are very glad to note that chief clerk Edward Murphy, of the trainmaster's office, has sufficiently recovered from an attack of pneumonia to be back at his desk.

Yardman P. C. Eckert has enlisted in aviation service and is now at San Antonio.

Frederick S. Verdervoort, yardman at this station, is at Fort Myers. He saw service in the Boxer Uprising and the Spanish-American War.



SNOW SHOVELERS AT SOUTH CHICAGO

Chicago Terminal

Correspondent, W. E. BUCKMASTER, *Chief Electrician*, Lincoln Street, Chicago

Divisional Safety Committee

J. L. NICHOLS.....Chairman, Superintendent
J. W. DACY.....Trainmaster
C. P. PALMER.....Division Engineer
R. L. FAITHORN.....Assistant Engineer
ALEX CRAW.....Division Claim Agent
J. A. QUINN.....Captain of Police
C. L. HEGLEY.....Examiner and Recorder
H. MCDONALD.....Supervisor, Chicago Division
WILLIAM HOGAN.....Supervisor, Calumet Division
F. K. MOSES.....Master Mechanic
F. S. DEVENY.....Road Foreman of Engines
CHARLES ESPING.....Master Carpenter
DR. E. J. HUGHES.....Medical Examiner
C. O. SIEFERT.....Signal Supervisor
E. J. DOYLE.....Assistant Agent, Forest Hill
EDWARD MATTINGLY.....General Car Foreman

ROTATING MEMBERS (to serve three months)

D. M. JULIAN.....Car Foreman, Chicago
RAY ELDER.....Car Foreman, East Chicago
W. A. MOORE.....Engine Foreman, Blue Island
L. R. SHEARER.....Engine Foreman, East Chicago
J. E. CARTAN.....Engine Foreman, Robey Street
WM. H. CURRY.....Locomotive Engineer, East Chicago
P. S. PEARSON.....Locomotive Engineer, Blue Island
JOHN LATSHAW.....Locomotive Engineer, Robey Street
O. NORWOOD.....Machinist, Robey Street
W. H. SMALLMAN.....Machinist, East Chicago
J. MCBRIDE.....Boilermaker, East Chicago
ROBERT DOVE.....Boilermaker, Robey Street

Paul Reinke and Edward Mueller celebrated Washington's Birthday by entertaining the stork. Mrs. Mueller has a son and Paul Reinke's wife presented him with twins. We are sorry that one of the twins died.

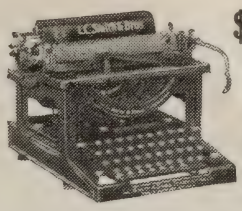
Our sympathy is extended to Henry Berg, of the Accounting Department, and wife on the loss of their seven month old boy on March 15.

William O'Kane, clerk to coach yard foreman Healy, is wearing a happy smile. It is a boy and mother and son are doing fine.

Walter Suler, day engineer of power plant, was off duty for a few days because of the death of his father, which occurred on March 17.

We are also sorry to record the death of John Bolan, supply man at Lincoln Street roundhouse. His death occurred on March 16.

"Joe" Sobraski, formerly clerk in the office of the division accountant at Garrett, who has



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HARRY A. SMITH
620-231 N. Wells, Chicago, Ill.

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Texaco Motor Oils and Greases
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Texaco Machine Oils — Texaco Engine Oil
Texaco Greases — Texaco Fuel Oil
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Advertising Announcement

We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No objectionable advertising will be accepted.

ADVERTISING RATES

$35.00 per page, each insertion and pro rata for halves, quarters and eighths, and $2.19 per inch (14 agate lines to an inch, one-sixteenth page). Width of column, 16 ems or 2⅜ inches.

Rates for covers, extra colors and preferred positions will be supplied upon request.

For further particulars address

FRANK A. O'CONNELL
Advertising Manager

Mount Royal Station — Baltimore, Maryland

visited his friends at Lincoln Street several times since he has been serving with the 415th Telegraphic Battalion, S. C., N. A., has left for an eastern point. This battalion was assembled at the Second Illinois Regiment Armory.

Ohio Division

Correspondent, W. L. Allison, *Operator DO Office*, Chillicothe, O.

Divisional Safety Committee

E. W. Hoffman.....Chairman, Superintendent
R. Mallon.....Trainmaster
J. M. Mendell.....Road Foreman of Engines
W. F. Hayes.....Master Mechanic
A. H. Freygang.....Division Engineer
J. G. Selby.....Medical Examiner
E. Cole.....Supervisor
G. E. Wharff.....Agent, Portsmouth, O.
T. J. Dunkle.....Conductor
E. W. Foster.....Brakeman
C. Deininger.....Engineer
C. N. Varian.....Fireman
H. M. Cunningham.....Yard Conductor
W. F. Ottman.....Painter Foreman
G. H. Medert.....Machinist

Camp Sherman passenger station has been completed and open for the public effective January 15. This station is located two miles west of Chillicothe and at the Base Hospital, affording convenient accommodations for visitors to and from the cantonment. It is a regular stop for all local and conditional stop for all through passenger trains.

Charles Armstong, master carpenter, after serving forty-five years, retired from active service January 1. He is succeeded by J. B. Clarke.

W. B. Maurer, assistant division engineer, has been commissioned First Lieutenant in Railway Transporation Corps and is now enroute overseas. He is succeeded by Samuel H. Pulliam.

The depot restaurant at Chillicothe has been transferred from the control of the Merkle sisters to the John H. Murphy Restaurant Company. The rooms are undergoing repairs and will be remodeled, providing not only first class restaurant service, but also a well equipped dining room. This will be welcome news to the public and the railroad fraternity.

A new yard office has been constructed at Watt Street, Chillicothe, the old yard office being abandoned where it had been located near the freight house at Main Street for many years. The new office places the yard force nearer the firing line and affords more efficient operation.

The Misses Eva Eberle and Eva Williams, of the superintendent's office, made a trip recently to Cincinnati to purchase their Easter frocks.

J. E. Gibson, formerly night clerk, was appointed day clerk, chief train dispatcher's office, on March 1. Thomas Wilson was appointed night clerk, effective March 1.

E. W. Hoffman, formerly assistant superintendent of transportation, Cincinnati, was appointed superintendent of the Ohio Division February 1, succeeding A. A. Iams, transferred to Indiana Division. Mr. Hoffman has made a very favorable impression among patrons and employes. Under his direction the division offices, passenger station, waiting rooms, etc., as well as the platforms and surroundings, have received a thorough cleaning and renovating. The interior and exterior have been beautified to such an extent that very favorable comment has been made by our patrons. The spirit of "clean up and keep clean" has become contagious, and the good work is noticed all over the division. We bespeak for our new superintendent a successful administration.

An air brake instruction car was at division terminal for several days and lectures were given by air brake instructor William Shriver. The sessions were very interesting and helpful. At 7.30 p. m. March 21 a special division staff class was attended by every member of the staff. A very pleasant and profitable evening was the result. Our chief dispatcher was much interested, in fact every one present was keen to hear the points brought out in the use of the important features of automatic air brake operation. The staff was unanimous in the opinion that Mr. Shriver is a skillful and entertaining instructor, and that his lectures here will produce good results.

Indiana Division

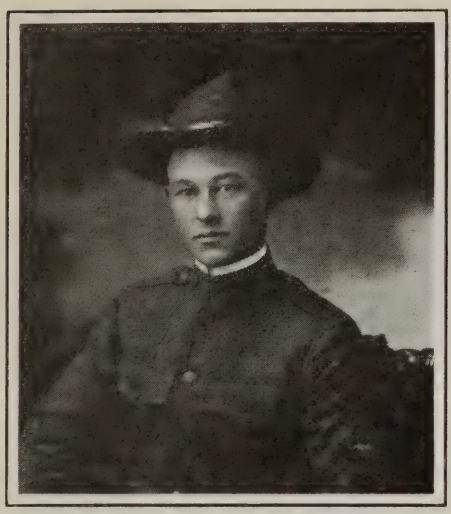
Correspondent, H. S. Adams, *Chief Clerk to Superintendent*, Seymour, Ind.

Divisional Safety Committee

A. A. Iams.....Chairman, Superintendent, Seymour, Ind.
J. B. Purkhiser.....Trainmaster, Seymour, Ind.
H. S. Smith.....Trainmaster, Seymour, Ind.
C. E. Herth.....Division Engineer, Seymour, Ind.
J. E. Quigley.....Master Mechanic, Cincinnati, O.
S. A. Rogers.....Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy.....Division Operator, Seymour, Ind.
P. T. Horan.....General Foreman, Seymour, Ind.
E. Massman.....Agent, Seymour, Ind.
J. E. Sands.....Agent, Louisville, Ky.
J. E. O'Dom.....Claim Agent, Cincinnati, O.
F. O. Bunton.....Secretary, Seymour, Ind.



NEW ALBANY, INDIANA



CORPORAL HARRY W. GILL

ROTATING MEMBERS

V. L. DOWELL.....Fireman, Seymour, Ind.
W. F. CLAUSE.....Conductor, Seymour, Ind.
JOE STEWART.....Engineer, Seymour, Ind.
L. D. HARRINGTON.....Section Foreman, Blocher, Ind.

Cincinnati Terminal

Correspondent, T. W. CALVIN, *Transportation Department*

Divisional Safety Committee

E. T. HORN.....Chairman, Supervisor of Transportation
J. H. MEYERS.....Trainmaster
J. M. MENDELL.....Road Foreman of Engines
L. A. CORDIE.....Assistant Terminal Agent
DR. G. R. GARVER.....Medical Examiner
J. M. BURKE.....Car Foreman
H. P. HOGAN.....General Foreman
G. A. BOWERS.....General Foreman
T. MAHONEY.....Supervisor

ROTATING MEMBERS

E. R. HOTTEL.....Machinist
H. W. KIRBERT.....Engineer
C. R. DOOLITTLE.....Yardmaster
G. HURDLE.....Inbound Foreman
R. H. SEARLS.....Claim Clerk

Illinois Division

Correspondents

WALTER S. HOPKINS, *Chief Clerk to Division Accountant*, Flora, Ill.
OMER T. GOFF, *Secretary to Superintendent*

Divisional Safety Committee

C. G. STEVENS.....Chairman, Superintendent
OMER T. GOFF.....Secretary, Secretary to Superintendent
K. S. PRICHETT.....Trainmaster
J. W. ODUM.....Trainmaster
D. HUBBARD.....Division Engineer
W. F. HARRIS.....Master Mechanic
C. H. CREAGER.....Road Foreman of Engines
M. A. MCCARTHY.....Division Operator
H. E. ORR.....Master Carpenter
C. S. WHITMORE.....Signal Supervisor
M. F. WYATT.....Supervisor
G. H. SINGER.....Agent, East St. Louis
C. S. MITCHELL.....Agent, Flora

ROTATING MEMBERS

H. W. CREAGER.....Engineer
L. R. PEEPLES.....Fireman
R. R. PARISH.....Conductor
N. MCDONALD.....Brakeman
J. E. HOWARD.....Machinist
JOHN ROCHE.....Boilermaker
A. W. HENNINGS.....Car Inspector
J. J. SHANNON.....Track Foreman

The photograph at the left is that of Harry W. Gill, Illinois Division brakeman, who was taken by Uncle Sam for military service in the draft of September 19, 1917. Mr. Gill, through strict compliance to the rules, has been appointed corporal in the 84th Division of the Medical Corps, to which he was assigned December 10 last. He is conscientious in all his undertakings and for that reason made good in the army as well as on the Baltimore and Ohio. Harry was catcher for the Baltimore and Ohio ball team at Flora, and now that the season has again opened he is missed from this position and it is likely the team will be weakened by his absence. He has a host of friends who will be pleased to learn of his promotion from the ranks and there is little doubt but that he will receive further promotions. He is at present located at Camp Taylor, Louisville, Ky.

The photograph below is that of former brakeman Harry E. Wright, who was drafted for service in the United States Army in September last. Mr. Wright was employed as a brakeman on the Illinois Division since February 2, 1913, and was one of the first employes from this division to be taken by the draft. He was assigned to the Medical Corps and from all reports made good. He was later assigned to a company of railroad engineers and expected to leave for France shortly. Mr.



HARRY E. WRIGHT

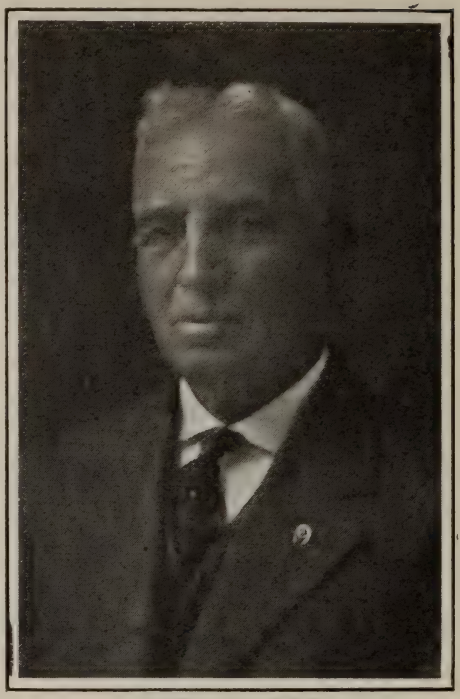
Wright when in service on the railroad always had the interest of the Company at heart. We have record of several cases where Mr. Wright, learning of soldiers getting leave to go home, would act as passenger agent and secure their business over the Baltimore and Ohio as far as possible. It was a pleasure for him to ascertain rates, routes, etc., in order to secure the business for the Baltimore and Ohio. The employes of the Illinois Division are proud of Harry and are wishing for his success when he arrives "over there."

To the right is a photograph of former conductor Joseph Hettiger, a veteran on the Illinois Division, who died at his home 3 East Fifth Street on the morning of February 16. His death brought to his wide acquaintance of friends throughout central Illinois a real sorrow. Few men enjoyed such a wide acquaintance as he had built up through his long service as a railroad conductor.

Mr. Hettiger was born in Ohio, September 11, 1852, and for about forty-five years was a resident of Beardstown and Pana, Illinois. The railroad knew few employes who were more faithful in their work and service both to the Company and its patrons. During the past two years Mr. Hettiger was in ill health. Mr. Hettiger is survived by his wife, Mrs. Georgia Hettiger, five sisters and one brother, John Hettiger. He was a Mason and a member of Flora Branch No. 523 of the Railroad Conductors.

The funeral was held from the first Methodist Church at Pana, February 19, at 2,00 p. m. The Rev. E. S. Coombs officiated. Burial was in Mound Cemetery.

The family sent the following card of thanks to employes of the Comaany:



JOSEPH HETTIGER

"We desire to convey our sincere appreciation to the Baltimore and Ohio employes of the Springfield District, for their acts of kindness, words of sympathy and the beautiful floral offerings, which have been such a comfort to us through our recent sorrow in the loss of our



DIVISION ACCOUNTANT'S OFFICE FORCE, FLORA, ILLINOIS



SUPERINTENDENT'S OFFICE, FLORA, ILLINOIS

dear husband and brother, the late Joseph Hettiger. May God's richest blessings rest on each of you, is our earnest prayer."

Mr. J. R. Rudolph, former agent at Rinard, Ill., died at his home February 20 of heart disease. Mr. Rudolph's health had been such that he had been unable to perform any active service for the past several months. Mr. Rudolph was our local agent at Rinard for thirty years and was one of the most loyal employes of the Company. He was fifty-six years of age.

Card of thanks: "We desire to convey our thanks and appreciation of the sympathy and beautiful floral offerings sent to the funeral of our husband and father.—Mrs. Rosa E. Rudolph, Mr. and Mrs. C. Roy Rudolph and son."

Division accountant Groscup and his office force have organized a War Savings Stamp Club. By the number of stamps the club members have pledged themselves to buy it is evident that the interest of the Government is at heart.

Walter C. Dietz has been appointed to succeed W. S. Hopkins as president of the Athletic Association of the Illinois Division. Mr. Dietz is an "old head" at the baseball game and it is likely that he will succeed in having the winning baseball team this season. Practically all of the old-time stars are still in service and with the proper coaching will carry the Illinois Division colors to Baltimore in September.

Timekeepers Robert Jefferis and H. L. Vermilion were visitors at Camp Sherman, Chillicothe, O., March 9. Mr. Vermilion will probably be called in the next draft and in addition to visiting with his brother, who is now there, desired to look things over in order to be familiar with the situation when he arrived. There is no doubt but that the Germans will suffer when "Abe" goes to war.

On February 18, trainmaster's clerk Carl H. Bier left for Camp Taylor, Louisville, Ky. We were all very sorry to see "Dingo" leave and miss him. Road foreman of engines clerk R. O. Dykins took the job in the trainmaster's office and Harold Smith, who has been working as pass clerk in the superintendent's office, took the position formerly held by Mr. Dykins.

Assistant chief dispatcher C. D. Russell was on the sick list several days, suffering with tonsilitis. After being off for about a week he returned to work and made the office seem more like a place of business. He was greatly missed while away.

Miss Lorena Harrison, stenographer in the division engineer's office, was off several days account of illness but is now at work and seems to be as happy as ever.

District engineer maintenance of way H. R. Gibson spent several days on our division looking after work. Mr. Gibson is an old Illinois Division man and everybody on the division is always glad to have him pay us a visit. He always has a word of cheer for everyone and seems to have a warm spot in his heart for the Illinois Division.

Mrs. R. G. Hawthorne, wife of night chief dispatcher Hawthorne, has been in the hospital at Olney for some time. For a while she was in a very serious condition, but at present is improving. It is the sincere wish of everybody

on the road who is acquainted with Mr. and Mrs. Hawthorne that she continue to improve and soon regain her health. Mr. Hawthorne had to be at Olney for several days and his job was handled by assistant day chief dispatcher Russell, with some help from trainmasters Pritchett and Odum.

Now that the weather has moderated, we can see much improvement in everything on the division. Our trains are making good time, in fact the day previous to this writing the passenger train performance on the Illinois Division was 100 per cent.

J. M. Skube, who for several months has been working as file clerk in the superintendent's office, has accepted a position in the office of the assistant general manager of the Illinois Traction System at Springfield, Illinois. He is succeeded by Henry Bruner, who has been employed in the mechanical department here for some time.

Warren Smith, clerk in the division accountant's office, seems to be spending quite a bit of the money for gasoline for his motorcycle. It is sure hair-raising to hear some of the fellows tell of their rides on the back seat with "Casey" at the wheel.

Clarabelle Jeanne, daughter of dispatcher and Mrs. B. B. Pritchett, was born on March 4. Mr. Pritchett says he is the happiest man in town.

Washington, Ind., Shops

Correspondent, J. R. MINTER, *Shop Draftsman*

Miss Dorothy Fitts went to Cincinnati, Ohio, on March 23 on a shopping expedition.

"Mandy" Gates, formerly captain of the local police force, now has the honor of being employed by the Baltimore and Ohio Railroad Company. Instead of padding up and down sidewalks scaring the street gamins, he is now swinging a No. 25 sledge for machinist A. E. McCafferty.

The local Chamber of Commerce is working for a "Greater Washington." They have secured a large canning factory which will run the year round, and have other prospective factories in view. We wish them great success in their undertaking to put Washington, Ind., on the commercial map.

L. A. Smiley, shop clerk, is busy mornings and evenings spading his war garden. He says he expects to raise everything from radishes to cabbage. Good luck, Lee; go to it!

J. J. Rose has a war garden. He says he woke up one morning and found that it had raised chickens big enough to eat.

W. E. Ross, tool room foreman, and M. W. Luke, general boiler foreman, went to Cincinnati, Ohio. We don't know what happened, but we have repeatedly warned Ross against traveling around with Luke.



WILLIAM AND RUTH ELK

We are pleased to present the accompanying photograph of William, age seven and one-half years, and Ruth, age five, children of assistant boiler foreman C. J. Elk.

H. A. Degner, clerk to master mechanic Harris of the Illinois Division, has resigned. His place has been filled by the promotion of Morton Horrall, from day roundhouse clerk. Mr. Degner resigned to accept a position with the Graham Glass Company, of Evansville, Ind.

A. W. Miller, general foreman, is nursing a sore eye. He says he caught cold in it.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

R. B. MANN.....Chairman, Superintendent
H. W. BRANT.....Trainmaster
F. J. PARRISH.....Division Engineer
I. E. CLAYTON.....Division Operator
F. MCKILLIPS.....Yard Conductor
F. IREY.....Road Engineer
M. DIBLING.....Machinist
H. T. HEILMAN.....Secretary to Superintendent
DR. F. H. HUTCHINSON.....Medical Examiner, Lima, O.
DR. R. C. POTTER.....Medical Examiner, East Dayton, O.

F. L. Charles has been appointed relief agent to fill the vacancy caused by the resignation of W. J. Kroger.

Miss Helen J. Hammond has recently entered the service in capacity of stenographer to division engineer.

D. G. Maloney, formerly employed in the master mechanic's office and now with the 148th Infantry at Camp Sheridan, was home on a visit and dropped in to pay the boys in the division offices a visit. He is looking fine.

Miss Fay Medaris, stenographer in superintendent's office, is a lover of the outdoor life and has invited several of the boys out for a game of tennis, at which game she claims to excel.

In one of the fastest amateur basketball games played in Toledo this season, the team representing the docks defeated the team representing the transporation department by a score of 31 to 28. The dock team was composed of Captain Kelly, LaPlant, Roskito, Blumke, George and Nickoff. The transportation department was represented by Captain Cohen, Bennis, Stoller, Mehring and Kaezmarck. Much credit for the victory is due to Captain Kelly, who figured prominently in the game. General yardmaster Farling acted as referee. The game was played so fast that Mr. Farling had difficulty in following the ball. He states that the next time he referees a game he wants all the assistant yardmasters on the floor to assist him. The game was so desperately fought that on several occasions when he should have called a foul he was undecided whether to call a foul or send out a riot call.

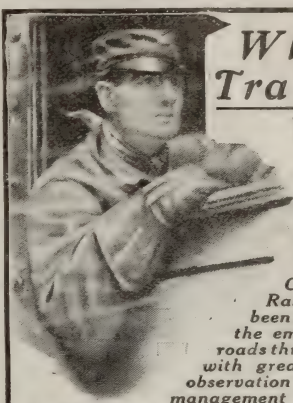
With the disappearance of snow from the ground, all thoughts at Toledo have turned to baseball. The Baltimore and Ohio will be represented by one of the fastest teams in northwestern Ohio. The following old players have signified their willingness to play this season: catchers Frech and Clark; pitcher Stalker; infielders White, Murphy, Langlois, Green, Guyton and McIntosh; outfielders Barrowman, Birmingham, Potter, Kreger, McLaughlin and Ray. In addition, assistant agent Schultz has agreed to umpire for the team this year. Mr. Schultz knows what the team expects and his willingness to assist relieves the players of much labor that would be spent on another umpire teaching him what is wanted. Here's hoping "Tom" Edgar sees this. We're still smarting from that 13 to 2 trimming his bunch of youngsters handed us in 1916. Never again!

Harry Griffith, chief electrician on the ore docks at Toledo, resigned March 1 to enter the automobile business.

The repair work to coal and ore machines at Toledo is progressing and they will be ready for operation whenever boats come in.

Cupid appears to be wandering aimlessly in the office of the assistant agent. He appears to have his eyes on a couple there and here's hoping that we all get in on it when it does come off, as the cigars for the bunch will not go amiss, while the candy sure will be missed.

George Pinkerton, our congenial night foreman on coal docks at Toledo, has forsaken single blessedness. George surely can be called lucky, for on Saturday, February 16, he was married to Miss Jane Dennis at Dayton, Ohio. George is busy receiving congratulations from his host of friends.



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—CANADIAN GOVERNMENT RAILWAYS. Circular No. 11.

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If you really *want* a better job and are willing to devote a little of your spare time to getting ready, the *International Correspondence Schools* can help you. More than two hundred and fifty of the railroad systems of the United States and Canada have indorsed the *I. C. S.* method of instruction and recommended it to their employees.

You're ambitious. You want to get ahead. Then don't turn this page until you have clipped the coupon, marked the line of work you want to follow and mailed it to the I. C. S. for full particulars.

Marking the coupon is simply the act of investigation—in justice to yourself you can't afford to do less—and it doesn't obligate you in the least.

Mark the Coupon NOW

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Explain, without obligating me, how I can qualify for the position, or in the subject, *before* which I mark X.

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☐ Locomotive Fireman	☐ R. R. Agency Accounting
☐ Traveling Engineer	☐ R. R. Gen'l Office Acc'ting
☐ Traveling Fireman	☐ Higher Accounting
☐ Air Brake Inspector	☐ Stenographer and Typist
☐ Air Brake Repairman	☐ Mathematics
☐ Round House Foreman	☐ SALESMANSHIP
☐ Trainmen and Carmen	☐ ADVERTISING
☐ Railway Conductor	☐ Railway Mail Clerk
☐ MECHANICAL ENGINEER	☐ CIVIL SERVICE
☐ Mechanical Draftsman	☐ ELECTRICAL ENGINEER
☐ Machine Shop Practice	☐ Electrician
☐ Boiler Maker or Designer	☐ Electric Wiring
☐ Stationary Engineer	☐ Electric Lighting
☐ Gas Engine Operating	☐ Electric Railways
☐ CIVIL ENGINEER	☐ Telegraph Engineer
☐ Surveying and Mapping	☐ Telephone Work
☐ R. R. Constructing	☐ MINE FOREMAN OR ENG'R
☐ Bridge Engineer	☐ Metallurgist or Prospector
☐ ARCHITECT	☐ CHEMIST
☐ Architectural Draftsman	☐ AUTOMOBILE OPERATING
☐ Contractor and Builder	☐ Auto Repairing ☐ Spanish
☐ Structural Engineer	☐ Good English ☐ German
☐ Concrete Builder	☐ AGRICULTURE ☐ French
☐ TRAFFIC MANAGER	☐ Poultry Raising ☐ Italian

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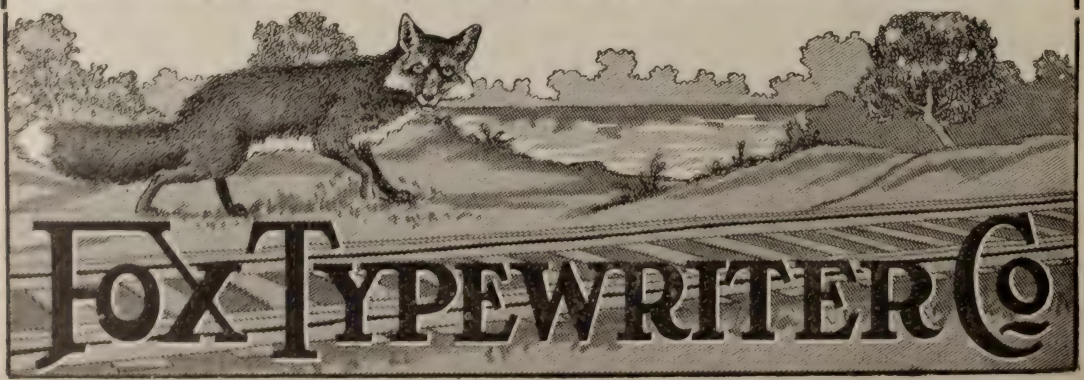
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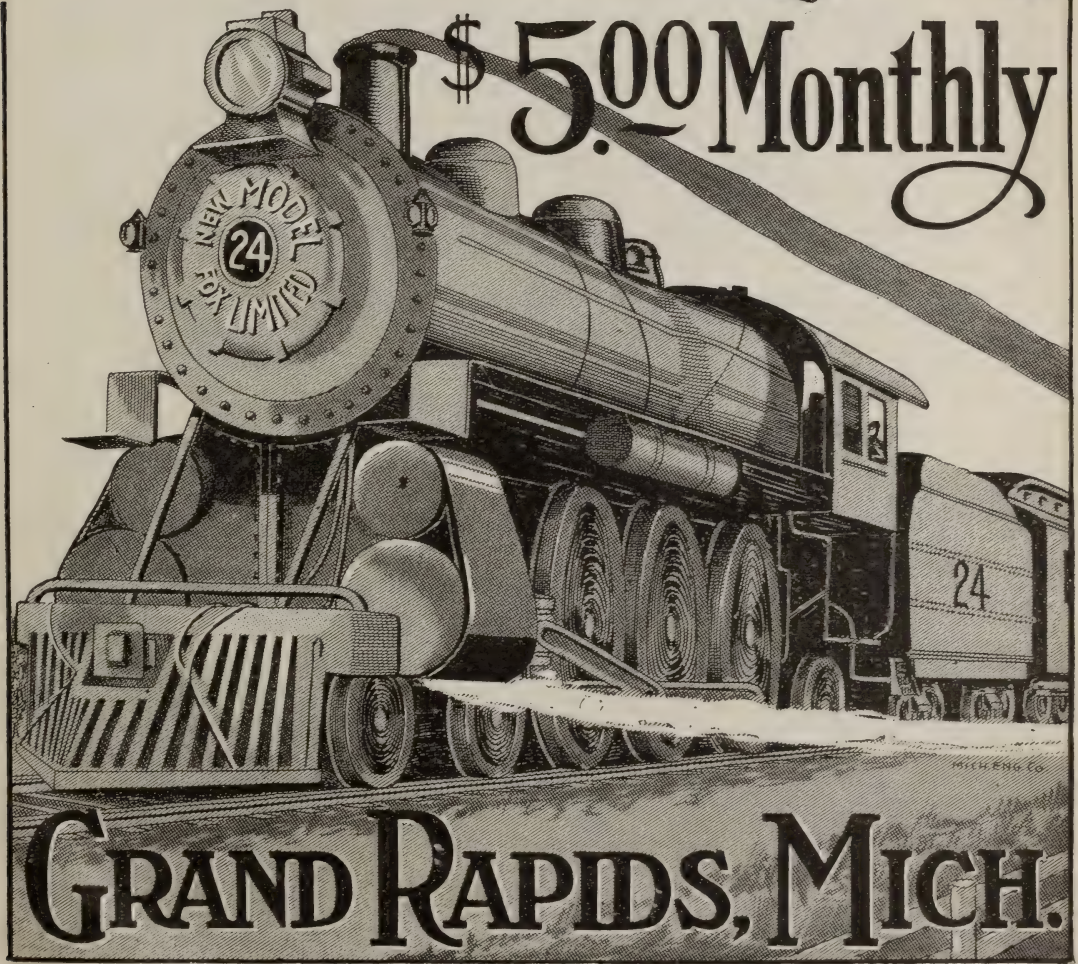
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